

RPA 1

**Upper Explorerland
Regional Planning Commission**

**Allamakee, Clayton, Fayette,
Howard and Winneshiek Counties**

Passenger Transportation Plan

FY 2011 – 2014

FINAL 5/17/10

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SECTION ONE: Introduction and Process Discussion

The following Passenger Transportation Plan (PTP) is designed to help facilitate future passenger transportation planning activities. The PTP provides the basis for efficient and effective passenger transportation resource allocation for future operations, maintenance, and service development. The PTP identifies both the duplication of services, resulting in scheduling and funding inefficiencies, and the gaps in services, resulting in unmet transportation needs of constituents.

The RPA 1 PTP encompasses the Five-county Region: Allamakee, Clayton, Fayette, Howard and Winneshiek and Counties, and includes passenger transportation projects that will appear in the Region's Transportation Improvement Plan and Transportation Planning Work Program. The PTP covers the four-year period 2011-2014, and reflects funding calculations as anticipated through the local budget process, contracted services, and state and federal sources for both transportation and human services. The PTP follows the goals set out in the RPA1 Public Participation Plan.

Input to the PTP was provided by RPA 1's regional transit provider, communication with advisors from the policy board and long range planning members, from a regional web based transportation survey and from individual human service providers. Meetings with policy/planning members have taken place on a quarterly basis, and ongoing communication exists with the Transportation Director of regional transit. Additional meetings were also coordinated with regional transit and with the disability navigator program. Meetings were held on 9/25/09 (disability navigator), 1/20/10 (RPA 1) and 3/12/10 (regional transit). Attendance to these meetings could be described as light, at best.

Efforts were made to implement new methods for the gathering of information and the collection of data. Discussions regarding the attendance of and input into meetings for the region indicated a declining number of participants on a historical basis. Economic impacts to the region left many organizations with fewer staff members to complete the same amount of work, as well as tighter budgets limiting travel opportunities. For these reasons, a regional passenger transportation survey was created and completion of the survey was done on line.

Over 300 regional stakeholders were invited to complete the survey, with the offer to forward or include this opportunity with other interested parties. We received responses from 63 regional stakeholders that completed the on-line survey. In a region where a scheduled meeting might bring 5 to 10 attendees, 63 responses was viewed as a successful outcome. The leading categories of responses came from education (27), government services (23), economic development (11), community development (10), senior services (7), housing (6), client transportation (6), recreation/fitness (5), disability services (4) and employment services (4). The entire survey and responses list can be located in Appendix H.

SECTION TWO: Inventory

Passenger Transportation Providers in RPA 1

The purpose of public transportation in RPA 1 is to provide an adequate level of mobility for the general public and transit dependent residents of the region at the least possible cost. On April 1, 1979, the Northeast Iowa Community Action Corporation (N.E.I.C.A.C.) assumed administrative oversight of the regional transit agency, Northeast Regional Transit System (NRTS), located in Decorah, IA. N.E.I.C.A.C. operates many programs that primarily serve low income and elderly populations of the region, giving NRTS a unique operational setting.

The NRTS of N.E.I.C.A.C. is responsible for transit administration, operations and coordinating the Region's transit services. They also qualify as the recipient of funds from the Iowa Department of Transportation (I.D.O.T.) and the Federal Transit Administration, to help support their capital and operating assistance needs. Since its inception, the NRTS has provided transit services to the public, including persons who are elderly, disabled, participate in nutrition, refugee and childhood programs and to human service providers and clientele.

Description of RPA 1 Transit Services

NRTS maintains service for the entire region, including its 5 counties, 52 incorporated cities and outlying rural areas. Location and availability of public services and commerce centers in communities throughout the region help to determine the scheduling of days and times of transit availability in the region. Listed below are the days and times of regularly scheduled transit services in RPA 1. For a listing of services provided to specific organizations in the 5 county region, please refer to Appendix I.

Transit Services of NRTS:

****Daily Services Offered in these cities:**

Town	Day Of Service	Start Time	Stop Time
Cresco	Mon- Fri	9:30 AM	1:30 PM
Decorah	Mon- Fri	9:30 AM	1:30 PM
Elkader	Mon- Fri	9:00 AM	1:00 PM
Guttenberg	Mon- Fri	9:00 AM	1:00 PM
Oelwein	Mon- Fri	9:00 AM	1:00 PM
Waukon	Mon- Fri	9:00 AM	1:00 PM
West Union	Mon- Fri	9:00 AM	1:00 PM

***** Weekly Services Offered in these cities:**

Town	Day Of Service	Start Time	Stop Time
Monona	Tues, Thur	9:00 AM	1:00PM
Postville	Wednesday	9:00 AM	1:00PM

Additionally, NRTS has approximately 63 Scheduled Service Routes. These routes operate in all five counties of the region. These service routes transport people to a variety of destinations, including worksites, and returns them to their residences. All routes are open to all persons, regardless of age, color, national origin, citizenship status, physical or mental disability, race religion, creed, gender, sex or sexual orientation. Individuals can access these routes by simply contacting NRTS and informing them that they would like transportation. These routes can, and do change from time to time depending upon the passenger demand for transportation between communities. Refer to Appendix J for information on ridership, schedules and rates.

NRTS Fleet Inventory and Utilization Analysis

NRTS has provided the Fleet Utilization Analysis, including the name and assignments of its transit fleet.

N.E.I.C.A.C. - Transit - Region1

Year/Body MFR/Model	Fleet ID#	Seats	Wheelchair Plus Seats	*Base Location	Assignment	Approx. Hours Per Week Used	Evening and/ or Weekend Use?	Projected Miles
1995 Dodge Caravan	505	6	0	See below	General Public	40	When Needed	22000
1996 Ford van	603	14	0	See below	General Public	10	When Needed	10000
1996 Ford Van	604	13	0	See below	General Public	10	When Needed	5000
1997 Ford Windstar	712	6	1+5* or 2+3*	See below	General Public	38	When Needed	23000
1997 Ford Supreme	9811	17	1+13 or 2+9	See below	General Public	20	When Needed	15000
1997 Ford Supreme	9813	17	1+13 or 2+9	See below	General Public	25	When Needed	15000
1997 Ford Supreme	9815	17	1+13 or 2+9	See below	General Public	25	When Needed	15000
2000 Chevy Venture Van	00055	5	1+4 or 2+1 Maybe	See below	General Public	40	When Needed	32000
2000 Chevy Venture Van	00057	5	1+4 or 2+1 Maybe	See below	General Public	40	When Needed	30000
2000 Chevy Venture Van	00058	5	1+4 or 2+1 Maybe	See below	General Public	40	When Needed	30000
2000 Conversion Van	00086	8	1+6 or 2+2	See below	General Public	22	When Needed	30000
2001Ford LD bus	00162	16	1+12 or 2+10	See below	General Public	35	When Needed	17500
2001 Ford LD bus	00163	16	1+12 or 2+10	See below	General Public	40	When Needed	21500
2001 Ford LD bus	00164	16	1+12 or 2+10	See below	General Public	20	When Needed	20900
2001 Ford LD bus	00201	20	1+16 -2+14 -3+10 -4+8	See below	General Public	28	When Needed	21500
2003 Chevy Venture Van	03051	5	1+4 or 2+1 Maybe	See below	General Public	40	When Needed	25500
2003 Ford Champion	03162	16	2+10	See below	General Public	40	When Needed	25046
1995 Ford Supreme	03214	21	1+17 2+15	See below	General Public	36	When Needed	10000

2005 Chevy Venture Van	04061	6	1+3 or 2+1 Maybe	See below	General Public	40	When Needed	38500
2005 Chevy Venture Van	04062	6	1+3 or 2+1 Maybe	See below	General Public	40	When Needed	32500
2005 Chevy Venture Van	04063	6	1+3 or 2+1 Maybe	See below	General Public	40	When Needed	32000
2004 Ford Goshen	04101	10	2+4	See below	General Public	40	When Needed	25000
2004 Ford Goshen	04102	10	2+4	See below	General Public	40	When Needed	30000
2006 Ford Eldorado	05161	16	2+12	See below	General Public	36	When Needed	29000
2006 Ford Eldorado	05162	16	2+12	See below	General Public	36	When Needed	28000
2006 Ford Eldorado	05163	16	2+12	See below	General Public	40	When Needed	31822
2006 Ford Eldorado	05164	16	2+12	See below	General Public	40	When Needed	36500
2006 Ford Eldorado	05165	16	2+12	See below	General Public	40	When Needed	36500
2006 Ford Eldorado	05166	16	2+12	See below	General Public	40	When Needed	32500
2006 Ford Eldorado	05167	16	2+12	See below	General Public	40	When Needed	24434
2006 Ford Eldorado	05168	16	2+12	See below	General Public	40	When Needed	29200
2006 Ford Eldorado	06161	16	2+12	See below	General Public	20	When Needed	22000
2006 Ford Eldorado	06162	16	2+12	See below	General Public	40	When Needed	28000
2006 Ford Eldorado	06163	16	2+12	See below	General Public	40	When Needed	32478
2006 Ford Eldorado	06164	16	2+12	See below	General Public	40	When Needed	27500
1995 Ford Eldorado	06165	16	1+12	See below	General Public	20	When Needed	20500
1995 Ford Supreme	06216	21	2+15	See below	General Public	15	When Needed	12500
1998 Ford Supreme	07211	21	2+15	See below	General Public	13	When Needed	14000
1998 Ford Supreme	07212	21	2+15	See below	General Public	25	When Needed	26310
1996 Ford Supreme	07213	21	2+15	See below	General Public	35	When Needed	15000
GMC Carpenter	07304	30	2 + 30	See below	General Public	30	When Needed	10000
2008 Chevy Venture Van	08033	3	1+2 or 2+1	See below	General Public	40	When Needed	32000
1995 Dodge Caravan	08061	6	0	See below	General Public	40	When Needed	15000
1995 Dodge Caravan	08062	6	0	See below	General Public	40	When Needed	13000
2010 Dodge Caravan	09058	5	1+2 or 2+1	See below	General Public	40	When Needed	10000
2010 Dodge Caravan	09059	5	1+2 or 2+1	See below	General Public	40	When Needed	10000
2009 Ford Eldorado	09182	16	1+16 or 2+14	See below	General Public	40	When Needed	15000
2009 Ford Eldorado	09183	16	1+16 or 2+14	See below	General Public	40	When Needed	15000

2009 Ford Eldorado	09184	16	1+16 or 2+14	See below	General Public	40	When Needed	15000
2009 Ford Eldorado	09185	16	1+16 or 2+14	See below	General Public	40	When Needed	15000
2009 Ford Eldorado	09186	16	1+16 or 2+14	See below	General Public	40	When Needed	15000
2009 Ford Eldorado	09187	16	1+16 or 2+14	See below	General Public	40	When Needed	15000
International Blue Bird	09291	29	2+29	See below	General Public	36	When Needed	8000

* **Base Location:** The US DOT's Office of Inspector General (OIG) established a minimum fleet utilization standard of 10,000 miles that must be accumulated per vehicle each year. Implementation of policies to rotate equipment in a manner that assures compliance with the OIG's fleet utilization standard for each vehicle that has not met one of FTA's minimum useful life criteria is expected of each agency, unless other measures are approved. Each transit manager is expected to ensure that agency policies and procedures result in intensive vehicles use. The 10,000 mile per year requirement drops down to 3,000 miles per year once a vehicle has reached its useful life threshold.

1. the OIG's minimum utilization standard is met; or

2. the director of OPT approves a "case-by-case" waiver. (This will only be done after OPT has reviewed justification and is satisfied that all measures have been taken to meet this standard.)

Note that 10,000 miles per year is a minimum. Vehicles with only 10,000 miles per year will take a long time to accumulate PTMS priority points. Low use vehicles will have to be maintained for a long time and could become problematic before PTMS points are high enough for replacement. Systems should rotate all vehicles to achieve a higher degree of utilization than the minimum.

For NEICAC - Transit to accomplish this, no vehicle has a permanent Base location.

Discussion of Private Transportation Providers within the RPA 1 Region

In addition to the transportation services provided by NRTS the region has six private transportation providers within the region. Only one of the six, Hometown Taxi of Decorah, has scheduled operating times and is available on a demand response basis to the general public six days a week. If a person needs a ride in Decorah or to the immediate surrounding area, they simply contact the taxi service. The operators of Hometown Taxis have communication devices in their vehicles.

The two bus lines in the region are Hawkeye Stages and Jewel Transportation. Both of these providers are charter bus lines with no regularly scheduled routes. Black Coyote Lines is a van service which possesses two 14 passenger vans that are available for lease, but maintains no regular route service.

Private Transportation Providers within the RPA 1

- Hawkeye Stages (bus line) - Decorah – Charter service – No regular hours of service
- Hometown Taxi - Decorah and surrounding area
- Allamakee County Disabled Veterans Van – Scheduled on an as needed basis by Veterans Affairs
- Clayton County Disabled Veterans Van – Scheduled on an as needed basis by Veterans Affairs
- Jewel Transportation – Charter Bus Service only – No regular hours of service
- Black Coyote Lines – National Van Service, available on a contract basis – No regular hours of service

Relationship between Hometown Taxi and NRTS

The City of Decorah provides \$14,000 to NRTS to assist with discounting Hometown Taxi rides for any Decorah resident 60 years or older. NRTS also puts \$14,000 towards this effort bringing the total available to subsidize elderly riders in Decorah to \$28,000 each year.

Hometown Taxi delivers monthly rider log sheets by category totals to NRTS and NRTS pays out \$1.50 per elderly ride to Hometown. In addition, another organization in Decorah, the Depot, a faith-based organization, pays NRTS \$7,000.00 to assist with granting \$1.00 off any ride that Hometown gives to any person with a disability. An elderly person with a disability can only claim the elderly subsidy and not the disability subsidy.

Discussion of Veteran's Transportation within the RPA 1 region

UERPC staff included input from all five Veterans representatives within our region. All five counties are being served by a Disabled American Veteran (DAV) provided 8-passenger van. Allamakee County originates the van everyday and makes stops in Decorah, Postville, Calmar, West Union, Fayette and Oelwein. The van only goes to the VA medical facility in Iowa City.

If veterans desire to ride the van, they must call the Allamakee Veteran's office to schedule their trip. Each county that has veterans riding the van is billed for the transportation by Allamakee County Veteran's Affairs office.

Clayton County also has a DAV provided van. This van serves Clayton County and Delaware County. On Mondays, the van goes to the Regional VA medical clinic in Dubuque. On Tuesday and Thursday, the van goes to the VA medical facility in Iowa City. The van does not operate on Wednesday and Friday.

Other publicly funded transportation assets: RPA 1 School Districts

There are eighteen school districts that operate either in part or entirely within the region. Transportation of students is an ever increasing cost to these districts.

RPA 1 school districts will make their buses available for public transportation depending upon the circumstances and the conditions with which the buses would be used. Typically most school districts are open to bus use for emergency transportation of citizens within their school district if the need were to arise.

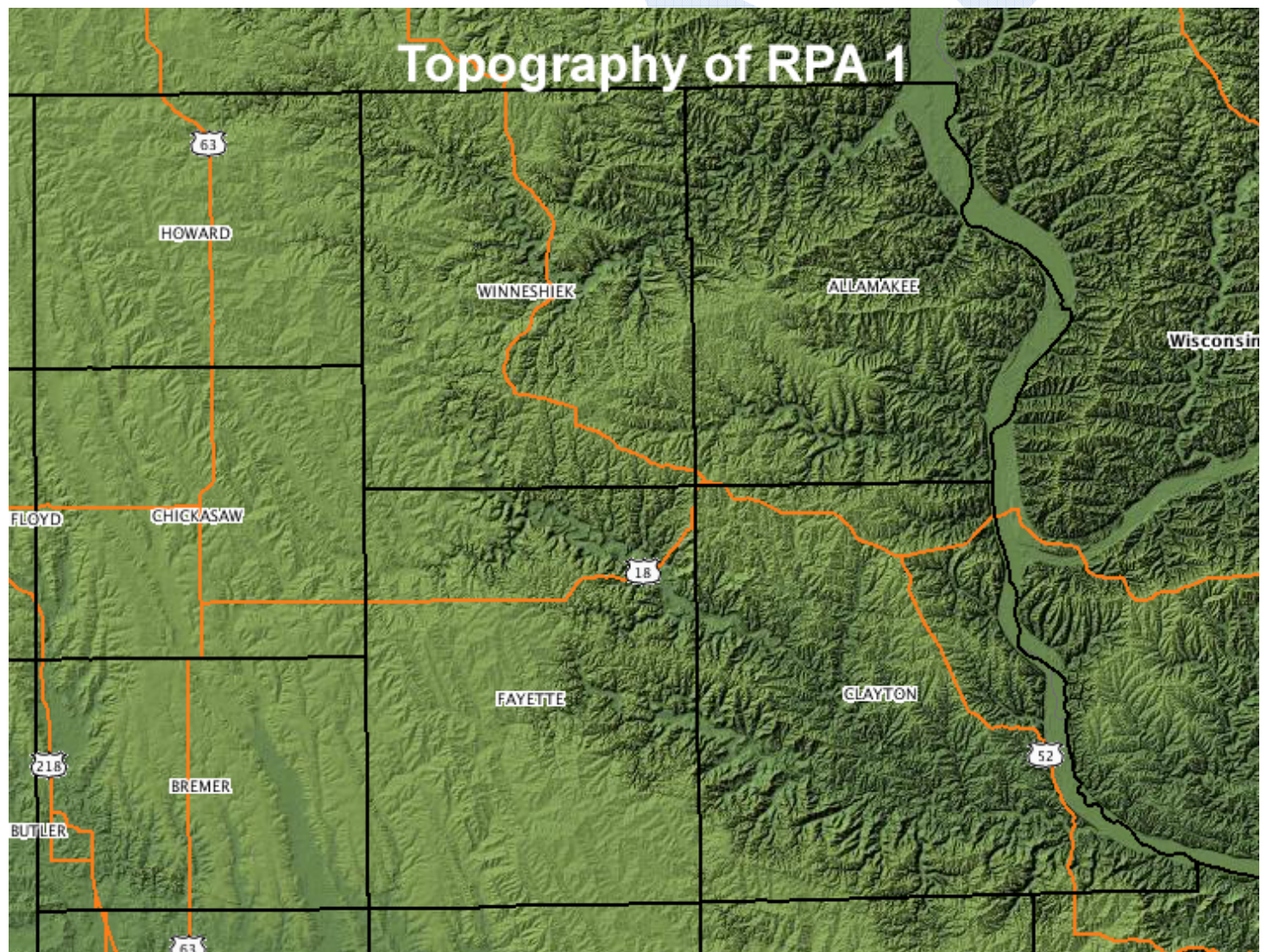
The table RPA 1 School District table reflects the enrollment, route miles, students transported and average cost to transport the student on a school year basis.

RPA 1 School Districts	Enrollment (less shared time students)	Route Miles	Ave # Students Transported	Ave Cost Per Pupil Transported	District Square Miles
Allamakee	1,394.3	274,889.00	937.8	\$649.61	417
Oelwein	1,411.6	86,796	790.8	\$313.82	143
South Winneshiek	656.1	104,689	548.7	\$446.07	226
Starmont	730.1	126,984	684.3	\$395.72	201
Turkey Valley	502.1	120,660	557.3	\$419.77	169
Wapsie Valley	694.7	84,006	442.6	\$242.11	130
West Central	353.4	90,771	218	\$579.60	124
Central/Elkader	576.9	107,044	362	\$637.36	190
Clayton Ridge	679.1	147,865	478.5	\$650.32	162
Decorah	1,417.2	172,931	1,188.1	\$367.62	72
Howard-Winneshiek	1,420.9	263,830	808.1	\$640.35	434
MFL MarMac	909	171,617	669.4	\$579.94	78
North Fayette	1,006	132,683	466.3	\$777.71	312
North Winneshiek	330.7	109,118	217.8	\$914.98	220
Postville	664.3	54,273	189.3	\$529.18	119
Riceville	342	87,041	370.9	\$511.09	224
Valley/Elgin	543.4	75,010	508	\$335.30	166

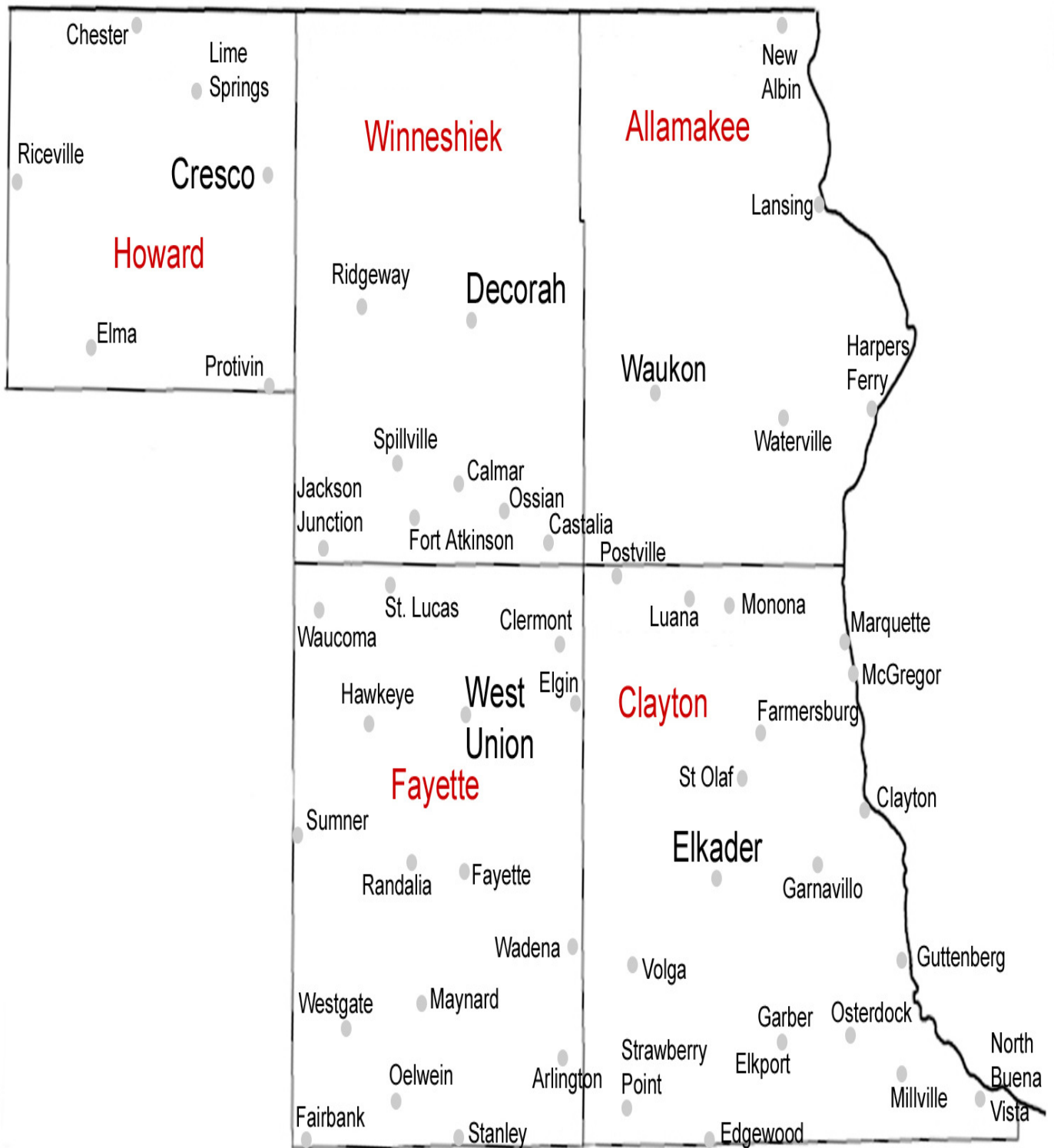
SECTION THREE: Needs and Gap Analysis

Geography and Demography

RPA 1 is located in the northeast corner of Iowa, and consists of Allamakee, Clayton, Fayette, Howard and Winneshiek counties. A general description of the RPA 1 region includes rural communities surrounded by rolling to flat farm ground, contrasted with distinct areas of the region made up of high hills and rocky bluffs cut by rivers. The topography of RPA 1 is atypical in these respects; unlike any other RPA in the State of Iowa. Geographical barriers accentuate the uniqueness of each county as well as many of the communities nestled in the hills and valleys of region. The eastern edge of RPA 1 is bounded by the Mississippi River, providing picturesque views including the river, scenic bluffs and abundant wildlife including whitetail deer, wild turkey, pheasants and bald eagles. The map below shows the unique topography of RPA 1 and the following page displays the location of the incorporated cities within RPA 1.



Cities and Counties within RPA 1



Population, Migration and Income

Since 1970, the region has experienced a steadily declining population. A significant contributor to this decline stems from the changes in the agrarian economy of NE Iowa. Larger farm operations are taking the place of many of the historically small farms that were a major part of the region's livelihood. The overall population decline in the region and the decrease in the number of farm operators can be reflected in the tables to follow.

Migration from defined urban areas to rural non-farm areas is on the rise. From a Passenger Transportation viewpoint, the migration of population from urban to rural non-farm will be a subject that area transportation planners will need to assess in the near future and beyond. As the baby boomer generation, which represents a significant portion of the region's population, continues to move toward retirement, additional demands upon the transit system can be anticipated. Within the region, there may be an additional need for transit services to an aging population that resides in these rural areas.

Per Capita income in the region has increased along with a decrease in Family Poverty rates. While gross income may be up, virtually all expenses are rising at a faster rate than per capita income; especially in the areas of food and energy costs. While the future cannot be predicted, it is entirely possible that the aging population will put future demands on Public Transit that will have to be addressed in a proactive manner rather than in a reactive manner. Tables (T-1), (T-2) and (T-3) reflect the decline in population, the decrease in farm operators and the increase in rural non-farm population. Source for data in the following tables is the US Census Bureau.

Decrease in population of 12,501 since 1970 or a 13.1% decline in population

<u>T-1</u>			
<u>RPA 1 Population</u>	<u>1970</u>	<u>2000</u>	<u>2008</u>
Allamakee County	14,678	14,607	14,538
Clayton County	20,606	18,678	17,566
Fayette County	26,898	22,008	20,273
Howard County	11,442	9,932	9,484
Winneshiek County	21,651	21,310	20,913
Total RPA Population	95,275	86,535	82,774

Decrease in Farm operators between 1959 and 2007 of 4,365 or a decline of 40.62%

<u>T-2</u>			
<u>Total Farm Operators – RPA 1</u>	<u>1959</u>	<u>2002</u>	<u>2007</u>
Allamakee County	1,716	1,083	1,032
Clayton County	2,457	1,601	1,655
Fayette County	2,595	1,344	1,398
Howard County	1,558	891	877
Winneshiek County	2,419	1,501	1,418
Total Farm Operators	10,745	6,420	6,380

Increase in Rural Non Farm Population of 15,078 or 43%

<u>T-3</u>		
<u>Rural Non-Farm Pop. – RPA 1</u>	<u>1970</u>	<u>2000</u>
Allamakee County	5,500	8,522
Clayton County	12,608	14,576
Fayette County	8,614	12,278
Howard County	2,419	4,476
Winneshiek County	6,118	10,485
Total Rural Non Farm Population	32,259	50,337

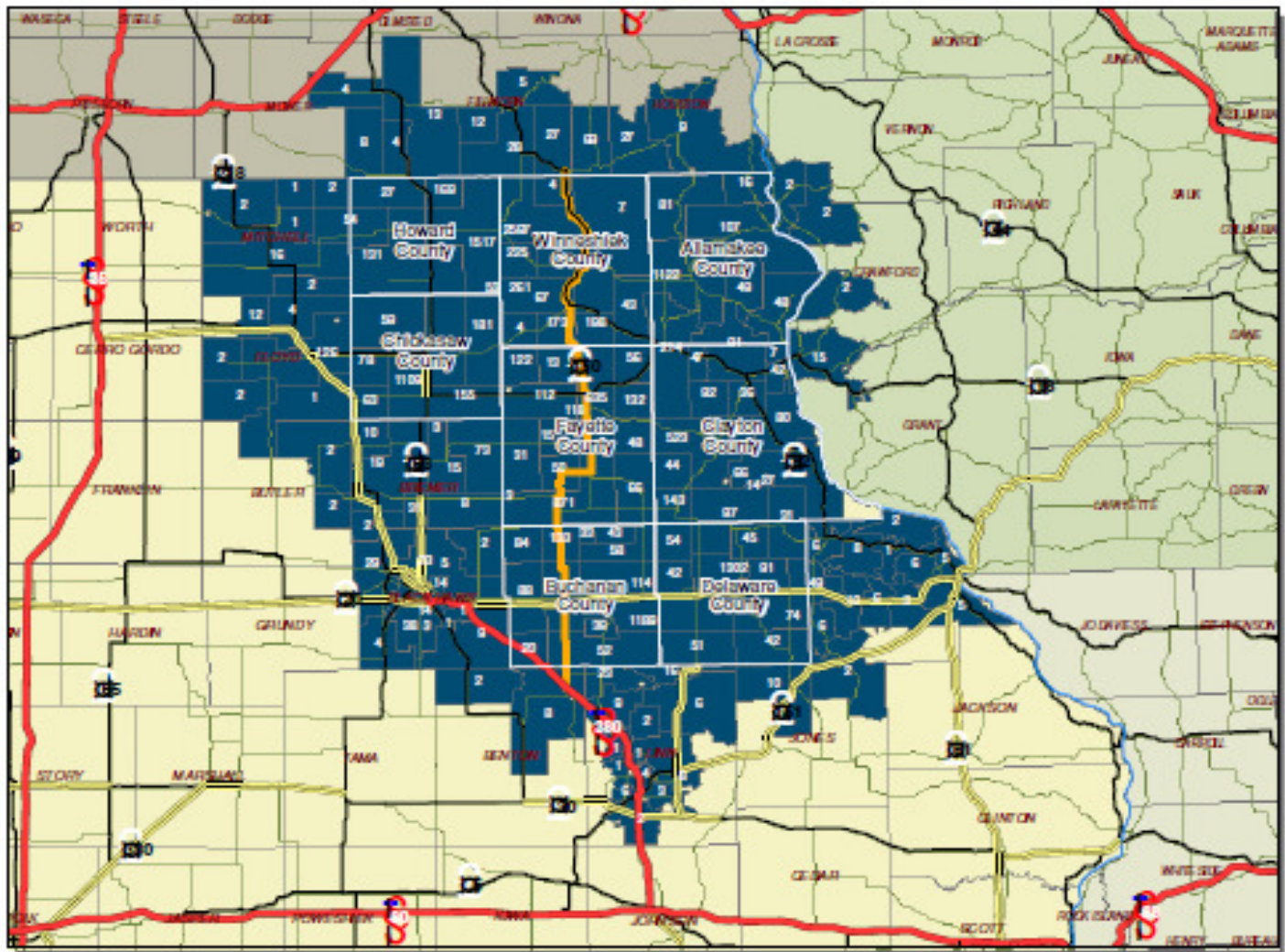
The RPA 1 region has experienced numerous adverse challenges in recent years. The entire region has been impacted by the downturn in the economy, which compounded the setbacks experienced by several communities due to the natural disasters and flooding of 2008. Several cities along the Upper Iowa River, including Elkader, Clermont, and Decorah suffered significant losses to residential, commercial and public property.

Certain areas of the region have shown modest signs of growth economically, while other areas continue to struggle. The City of Decorah and the immediate surrounding area had experienced strong growth over the last ten years, but recently had seen major employers close their doors or reduce operations significantly. The City of Oelwein, slightly smaller than Decorah, has continued to struggle economically. Several manufacturing plants that were once the center of the economy in Oelwein have closed over the past decade. City leadership in Oelwein is working hard to overcome their obstacles and have been successful in attracting some new businesses to bolster the local economy.

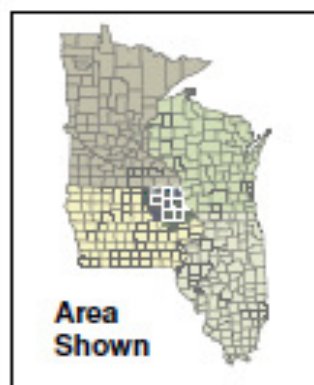
Communities along the Mississippi River, such as Guttenberg, McGregor, Marquette and Lansing enjoy a tourist attraction element that other communities within the region do not enjoy. Despite this natural asset, these communities have also suffered manufacturing plant shutdowns and cut backs within the recent past.

All of the communities and counties within the region have very active Economic Development departments. The regional economic developers cooperate with each other with support and information sharing, where appropriate, to attempt to further the economic goals of our area. Tourism provides a potential growth opportunity in RPA 1, and the development of a regional trails system is gaining momentum. The communities along the Turkey River will benefit from the recent recognition as an Iowa Great Place. The Turkey River Recreational Corridor will directly impact the communities of Elkader, Elgin, Clermont and provide economic growth for the entire region as the trails in the region begin to connect.

Northeast Iowa Commuting Area Laborshed Areas



0 12.5 25 50 75 100 Miles



Legend

- Northeast Iowa Commuting Area
- Mississippi River
- Interstate
- 4-Lane Highway
- US Highways
- State Highway 150
- State Highways
- Illinois County
- Iowa County
- Minnesota County
- Wisconsin County

Commuting Trends in RPA 1

The map on the previous page is provided by Iowa Workforce Development, and displays the region's laborshed and commuting area. RPA 1's five counties of Allamakee, Clayton, Fayette, Howard, and Winneshiek possess fifty-two incorporated communities. Only two cities, Oelwein and Decorah, have populations in excess of 5,000. Depending upon the county, its geographical characteristics, communities' populations and employment opportunities, the commuting patterns of the population vary greatly. Factors that impact these patterns are geography of the region, employment opportunities and the dispersion of population relating to employment sites. There is no identified norm for commuting within the region. The increasing cost for fuel within the region, as well within the nation, has forced some workforce members to seek employment closer to the communities in which they reside. Additional factors that impact commuting is the topography of the region, which can hinder commuting in areas that are extremely hilly and relatively difficult to travel upon during the winter months.

In many cases, the distance between the communities is not much greater than 10 miles. This close proximity between communities provides a variety of options for establishing employment and residence. Based upon a recent ISU study, over 75% of the region's employees commute out of their residence community for work. The average commuting distance for our region is 14 miles, with 23% commuting 20 miles or more, and 5.1% commuting over 40 miles to work. In at least one instance, workers commute by private bus to a factory 48 miles away from their community.

Essential and Medical Services in RPA 1

Essential services exist in all five counties of RPA 1. Each county enjoys independent medical services within their borders, typically located in the county seat community. The exception to this is Fayette County, which has a hospital in West Union and also in Oelwein. The maps presented in the appendix of this document reflect the locations of essential services and medical facilities within the region.

Major Employers in RPA 1

All five counties in the region have major employers within them. In southern Fayette County, there are a significant number of residents that commute to the Waterloo/Cedar Falls area for daily employment. Residents along the Mississippi River in the eastern part of the region have the opportunity to commute to Wisconsin for employment to cities such as La Crosse and Prairie Du Chien.

Information regarding RPA 1 employment in appendix C includes a map of major employers, a list of largest employers by county as updated by IWD, and a map of unemployment rates by county for December 2009. The economic impact in the region has been devastating. Six major employers have closed their doors since 2008, with four others laying off more than 100 positions. In total, over 1,100 jobs have been eliminated and nearly 800 positions have been placed in long term layoff status.

Identified gaps in service to Veterans within RPA 1

NRTS input on unmet needs for Veterans and New Freedom funding:

NRTS management has determined that there continues to be unmet needs within the Veterans community within our five county region. The regional Veterans needs continue to exist especially with the transport of disabled Veterans to the Veterans Medical Facility in Holmen, WI and other VA medical facilities or

medical facilities where a Veteran would be seeking medical care. Accordingly, NRTS is again making application for New Freedom funds to continue the established demand response route to any VA medical facility within a 250 mile radius of any of our bus parking sites within RPA 1. The general public will also be able to avail themselves of this transportation. These routes will continue to be on a demand basis. NRTS will continue to make this service known through their route drivers and material that sets out their services. It is anticipated that the match funds for the New Freedom funds will come from the Five County Veteran's groups.

Human Needs - Veteran Transportation Gaps

Winneshiek County Veterans Affairs officials and Allamakee County Veterans Affairs have previously identified that they had concerns that non-mobile veterans that were living in the rural areas of Winneshiek County, and often times had no method to obtain a ride into the county seat community to obtain basic medical services, shop for groceries and general supplies or access other goods and services necessary to sustain themselves.

The counties of Howard, Clayton and Fayette identified no known cases of any existing veterans in the rural areas without access to transportation. However, as Veterans age or family support diminishes, there may be cases where transportation may be needed by rural Veterans and the Veteran Affairs offices are not informed. Veterans Affairs offices become aware of Veterans needs only after Veterans contact the office.

Medical Facility Transportation Gaps Existing and Ongoing for RPA 1 Veterans

While Veterans have established routes to specific VA facilities, there exists a need for public transportation to other in state and out of state VA facilities. In both Winneshiek and Allamakee County, the Veterans Affairs offices believed that there were veterans living in rural settings with no available transportation of their own, relying upon family or friends. These two counties identified this as a potential gap in transportation for veterans and were eager to help find a solution to this problem.

Coordination efforts within RPA 1

RPA 1 conducted and participated in numerous outreach activities with respect to the passenger transportation plan. On September 25th, 2009 a meeting was held in conjunction with the Disability Navigator at the UERPC office in Postville, and included those entities which service and assist the disabled in our region. Of note, MOSIAC of Waukon, Iowa, provided feedback regarding public transit which included the following:

- How can we get dislocated workers who desire to work for MOSIAC to their reporting location?
 - They would like to consider hiring from this group, so long as they can find transportation.
- How do we get CNAs to remote worksites after normal hours?
 - What transportation is available at an affordable rate for low income new workers?
- How do we get JARC type services available to MOSIAC?
 - Consider establishing programs to benefit those needing a commuting.
- How do we solve the gap of service left after Regional Transit vehicles are no longer running?
 - Workers change shifts at times when transit is not regularly available.

Regional Survey – Public Input of the Agencies and Providers within RPA 1

In December, RPA 1 created and conducted the regional agency transportation needs assessment to over 325 area organizations and contacts. Included in this group were 80 human service and care providers, 100 school, pre-school and day care providers, 35 medical and health service providers, 75 city/ county/ government contacts and over 20 libraries. This survey was distributed December 16, 2009 electronically, with a web link to take users directly to the survey. Information was also provided so that the survey could be obtained in hard copy by mail as well. Following is the notice sent along with the December 2009 survey:

Hello!

Upper Explorerland Regional Planning Commission is in the process of updating the region's Passenger Transportation Plan. Public participation is vital to this process, and input from area providers and users is critical in determining current strengths with our system as well as identification of areas where services could be expanded or improved.

Please take a few minutes to complete the survey. Simply click on the link below, and complete the information right on line!

www.surveymonkey.com/s/NQS89T7

We will be compiling the responses to assist in developing the 2010 Passenger Transportation Plan and look forward to sharing the results with you. On Wednesday, January 20th, 2010 we would like to invite all interested parties to our office in Postville at noon for a public meeting to discuss the survey, gather ideas for regional transportation improvement and enjoy lunch – on us! We will be serving pizza to those who attend, so come with an “appetite” for pizza and public transportation!

Please call or email UERPC by Monday, January 18th, 2010 if you plan to attend the lunch meeting so we can plan for the correct amount of refreshments. Thank you in advance for taking the time to complete the survey. We look forward to your involvement in our regional planning, and hope to see you on the Wednesday, January 20th, 2010 at our office in Postville. The street address and contact information are listed below.

Sincerely,

*Larry Leliefeld, Community & Transportation Planner
Upper Explorerland Regional Planning Commission
P.O. Box 219, 134 West Greene Street
Postville, IA 52162*

*Office: (563) 864-7551
Cell: (563) 387-7983
Fax: (563) 864-7535*

The survey generated 63 responses, from several different human service and public organizations. The survey and summary data can be found in Appendix H.

A meeting open to the public was held on January 20, 2010 to review results of the RPA 1 survey, and to discuss how this data can be incorporated in the PTP. All organizations that were sent the survey were invited to attend, as well as regional transit personnel and all 5 county Board of Supervisor members.

Responses to the questions asked provided the following insight:

- Education, Government Services, Economic Development, Community Development and Senior Services were the top 5 responses.
- All 5 counties and nearly every community were represented in the survey.
- Over half of the responding agency's clients were general public, with students following closely behind.
- The types of trips needed for clients were **recreation, medical** and **shopping** for the top 3 categories.
- Transportation outside the county was needed by 40% of the respondents, monthly or as needed.
- Only 8.2% of respondents offered any type of overnight service, with 16% offering weekend service.
- How could service be improved? The top 3 were:
 - **Better advertising**/marketing of availability.
 - **Expanded hours** of operation
 - Better **coordination of service** between providers
- Almost 79% of respondents believe there are unmet needs in the region. The top 4 categories
 - Low Income
 - Senior Citizens
 - Persons with Disabilities
 - Students
- Which communities in the Region could better serve clients with improvements to the system?
 - All rural areas.
 - Decorah (3 responses)
 - Howard County (2 responses)
- What type of service do you need?
 - Curb to Curb, on demand 60%
 - Door to Door, on demand 52%
 - Fixed Route, deviated service 44%
 - Fixed Route, scheduled stops 32%
- How much should it cost for a one-way trip? Evenly distributed from less than \$1 to \$3 per trip.
- What areas of interest would your agency have to improve system?
 - Join a network of service providers 31%
 - Sharing vehicles 25%

Discussion of results from the RPA 1 surveys.

The most consistent message regarding public transportation is that awareness of current services, routes and hours of service needs to be better marketed to the public. Some feedback identified that there was difficulty in finding contact information for public transit in the phone book since the name is not easily recognized in the white or yellow pages. The transit vans are great traveling billboards; all agreed. Aside from information being posted on the vans, other informational media would be advantageous if distributed in accessible and key areas.

Increasing ridership with the current fleet of vehicles is of greater priority than adding additional units. Marketing of service schedules, availability and rates would help to fill the vans that are already in the communities being served.

Discussion and outreach with the five county supervisors in the past years has not resulted in any proposed changes in the basic Transit operations within RPA 1.

Minutes of the meeting of January 20, 2010 held at UERPC office, Postville, Iowa.

PASSENGER TRANSPORTATION PLAN PUBLIC MEETING AND SURVEY REVIEW

Wednesday, January 20, 2010
UERPC office, Postville, IA

1. Welcome and introductions
 - a. PPP – public participation process
2. Review of questionnaire of NRTS
3. Discussion of survey for 2010 plan
 - a. Internet based
 - b. Responses
4. Review of PTP plan draft
 - a. What is constant
 - b. What has changed in our area
 - i. Flood
 - ii. Economy
 - iii. Employment
 - c. How will this affect public transit
5. Suggestions for draft 2010
6. Open items
7. Adjourn

PASSENGER TRANSPORTATION PLAN PUBLIC MEETING MINUTES

Wednesday, January 20, 2010
UERPC office, Postville, IA

Meeting called to order at 12:00 p.m. by Larry Leliefeld

Members present:

- | | |
|-------------------|--|
| • Bill Ziegler | Economic Development/Planning – UERPC |
| • Rod Marlatt | Fayette County Conservation |
| • Fern Rissman | Iowa Workforce Development – Region 1 Director |
| • Janet Pederson | Promise Jobs Specialist – Region 1 Employment & Training |
| • Heather Delany | Administration/Finance Dept. – UERPC |
| • Mary Jungblut | Program Assistant – UERPC |
| • Larry Leliefeld | Community/Transportation Planning – UERPC |

Larry opened the meeting with a discussion of the passenger transportation process, and the goals of including all groups such as human service, elderly, low income, disabled and general public in the analysis of regional needs. As part of this communication, the Public Participation Process was discussed, and the plan document displayed for review.

The group was given a review of the UERPC regional agency survey recently completed, and the summary was shared with all members. Along with the UERPC survey, the NEICAC Transit questionnaire and summary was reviewed as well.

A discussion ensued regarding the goal of public transit. We need to determine if the existing fleet needs to expand in number, or if expanded hours and days in our region can be justified.

The group identified that the elderly population will continue to grow, and be a primary user of regional transit. Growing segments of the population in our region include dislocated and laid off workers, low income residents and students.

Dislocated workers present significant challenges due to the numbers, age groups, and available resources. Nearly 2,000 workers have lost their job or seen reductions in hours or pay over the past 2 years, with many struggling to maintain housing and personal transportation.

Unemployed/Dislocated Worker Needs:

- Transportation to benefit meetings – networking clubs
- Transportation to training sessions – resume/application/interview workshops
- Transportation to job interviews
- Transportation to job fairs

All members discussed the potential for improved marketing of the transit system. As we discussed and reviewed the regional transit availability, there was a general consensus that there were already services in place to meet many of the needs, but awareness simply was not there to get the affected parties to access the service.

Suggestions for improving marketing included:

- Public service announcements in the newspaper and radio for name recognition
- Place pamphlets at County courthouses with services, locations and costs
 - Include flyer to be sent with license renewals
- Place information at city hall and community centers
- Place information at medical facilities to be included in the registration process
- Make information available at NICC, Upper Iowa University and Luther College

It was lastly suggested that when public meetings for transit are scheduled in the future, to make the notice include that public transit would be available to bring interested candidates if needed. Meeting concluded at 1:20 p.m.

Larry Leliefeld, UERPC Transportation Planner

Regional Surveys – Public Transit Input

NEICAC – NRTS TRANSIT USER QUESTIONNAIRE COMMENT SUMMARY 2010

The questionnaire consisted of 8 questions, of which the first 6 provided yes or no answer options. A total of 38 questionnaires were returned.

- | | | | |
|---|----------|--------|--------|
| 1. Was it easy to schedule your trip? | Yes = 37 | No = 1 | |
| 2. Was the scheduler courteous/helpful? | Yes = 37 | No = 0 | NA = 1 |
| 3. Was your bus on time? | Yes = 35 | No = 0 | NA = 3 |
| 4. Was your bus clean? | Yes = 35 | No = 0 | NA = 3 |
| 5. Was your driver courteous? | Yes = 35 | No = 0 | NA = 3 |
| 6. Was it easy to use our service? | Yes = 36 | No = 1 | NA = 1 |

7. **Which of the following do you most often use NEICAC-Transit for?**

- | | |
|------------|----|
| Medical | 23 |
| Shopping | 6 |
| Work | 3 |
| Recreation | 1 |
| School | 0 |
| Other | 2 |

- first time
- for transfer from hospital home
- to get my hair done
- I don't know yet. I have used it once and sometime in the future I'm sure I will use it again.

8. **NEICAC-Transit is always striving to improve our service. Please give us any suggestions that you might have.**

- Our driver was very prompt in picking us up. We used the service for an evening after service hour's event. Thank you!
- Husband and wife using service.
- It was an awesome and pleasant ride.
- I really needed the rides when I couldn't get in and out of a regular car. It was greatly appreciated.
- Bob was good.
- Thanks for this service. I needed to get to P.T. at the hospital after knee replacement. Thanks!
- My knee is better so I can get in the car. I really appreciated using the transit.
- Service was excellent!
- The back seat in your smaller van is very uncomfortable. It's too short in the seat. When my husband had to go to IA City he had to sit in front passenger seat as back seat was very uncomfortable for him. He sat in back on way down and so did I. So I had to sit in back on way home too. He couldn't sit in his wheelchair; not tied in good enough and no springs in chair.
- I only rode once, I still drive but am glad I used it once and know it is there if I need it. I had knee surgery.
- Seems fine to me.

- Veteran's Memorial Hospital of Waukon, IA scheduled my trip to Franciscan Skemp Healthcare in LaCrosse, WI.
- The weather was bad so we couldn't hook up. I would like to get some bill paying done the 5th of the month. Please contact me.
- 2nd time I placed pick-up at 9:15, van not here and I had to call to determine arrival time. Not good!
- It is all good.
- The transit service should run on Saturday. At times they should send the van instead of the big bus.

Review of prior years efforts

Following are notes regarding previous year efforts and conclusions. Many issues continue to arise, like the marketing of services and after hours/weekend availability.

Conclusions reached from the Feb. 27, 2009 Meeting

Continued outreach is needed to Veteran's organizations about the availability of New Freedom Funds available for use for Veteran's transportation. It would appear that the Human Service Providers of the region do not have a large interest in discussing Transportation subjects or gaps within the region. One could conclude that there is very little dissatisfaction with the present service being offered within the region both from the standpoint of service and vehicles provided.

Random Survey of the citizens in RPA 1 Conducted in Feb. 2008

Conclusions drawn from the Random Survey:

- Survey was directed to people who had a phone number and an address in the phone book.
- A relative small percentage of the respondents (4.8%) stated that there were trips they would like to take but couldn't.
- A large percentage of the respondents had access to a vehicle (98%)
- It would appear that the private sector respondents have adequate transportation. If they do not have their own transportation they can make arrangements with someone to supply transportation.

General Public survey

Given the rural nature of the entire region, with no large urban centers and mostly relatively small communities, it would appear that the general population, which maintains a separate phone and separate address, do not identify a significant gap in their transportation needs. This described population for the most part has made some sort of transportation arrangements outside of the Public Transit system.

Admittedly the change in the factors impacting transportation such as the cost of fuel and the ageing population of the region may bring future changes in how this general population looks at transportation. (Note: 47.8% of the survey respondents were at least 60 years old.) The general public survey does not indicate that there are significant gaps in transportation among the population base that has access to private vehicle transportation. Tabulated Results from the Random Survey may be found in Appendix H.

Discussion with key Human Service Providers via telephone during the month of March, 2008, that are members of the TAG group has yielded the understanding that Public Transit cannot afford to be on standby after hours with a paid driver just waiting for a passenger to call in and ask for a ride. The Human Service Providers located in Decorah understand that the gap in transportation services within Decorah is less than in any other city in the region. This is because of the operation of the Home Town Taxi service.

Human Service Provider Survey

Generally speaking, the majority of the Human Service Providers (HSPs) are engaged with a segment of the population that does not generally have access to private transportation assets of their own. Thus there is a clear distinction between the findings of the Human Service Provider survey and the General Population survey.

In many cases HSPs that had these night and weekend transportation gaps did not have access to any other means of transportation, such as owning their own vehicles to transport clients. Those HSPs that did not have transportation gaps owned their own vehicles, the types of which were identified in survey responses.

Conclusions drawn from the survey of 35 Human Service Providers (HSPs) in RPA 1

- 94% of the HSPs in the region are using Public Transit
- 57% of the HSPs have Transportation Gaps, mainly on nights and weekends and after regular Transit hours of operation
- 37% of the HSPs do not have Transportation Gaps, primarily because they have their own vehicles
 - Nursing homes and care centers maintain own vehicle
 - Group homes also maintain own vehicle
- 91% receive some level of Public Funding within their operation

The Human Service Providers Survey of 2008 results are found in Appendix H.

Discussion of previous recommended projects:

Vehicles entered into the PTP were funded with sources listed as available funding assets. JARC and New Freedom funding requests were funded in FY09 and FY10. Previous strategies are identified below:

First year strategy for increased service in RPA 1

- Continue the New Freedom Program for disabled veterans - Ongoing
- Expand the JARC program with existing programs and clients – Under Development
- Continue to do outreach, marketing and public relations with the citizens of RPA 1 - Ongoing
- Implement solutions with faith based organizations and public officials as referenced - Ongoing
- Continue to survey the public and Human Service Providers to determine potential gaps in service - Ongoing

Future strategies for increased service in RPA 1

- Continue programs if justified, such as JARC and New Freedom and existing funding programs.
- Review additional funding sources from public and private sources as they become available.

Conclusion from previous years:

There are significant gaps in transportation services being offered to the non-vehicle owning population; especially in the hours that Public Transit does not operate. This includes evening, overnight and weekend hours when only demand response routes, which are pre-scheduled, can be offered. The cost of a special Public Transit pick-up and delivery for one person is most often cost prohibitive for the income level of the rider.

Possible Solutions to be acted upon during this coming year:

- Working with faith based organizations in the region could determine if additional funding could be raised to meet the identified gaps. For example, within the City of Decorah there is a faith based group that is helping through subsidies to offset the cost of rides given by Hometown Taxi to people with disabilities. Discussions with faith based groups have occurred in the southern part of the region, specifically the Oelwein area. Given the tightening budgets within church communities, it was believed that this type of task would be overwhelming to undertake in the Oelwein area.
- Continue to meet with and inform the Regional County Boards of Supervisors of the gap in transportation within the region.
- Continue to meet with and inform the larger population cities of the region, namely Oelwein and Decorah, of the gaps in transportation that exist within their communities.
- Continue to apply for New Freedom funds to assist the Public Transit operator with increased services for qualified individuals with disabilities.
- Continue to apply for Job Access – Reverse Commute funds to assist the Public Transit operator with increased services for those who qualified for these services.

Possible Outcomes from the proposed solutions:

Additional funding from:

- the county jurisdictions to assist in increased transportation within the region.
- city jurisdictions to assist in increased transportation within the region.
- faith based organizations to assist in increased transportation within the region.
- the JARC program to assist those transporting from residence to job site and return.
- New Freedom program to assist those transporting with disabilities.
- a Transit Levy being applied to consenting jurisdictions (See Appendix E for transit levy data)

Service Needs

NRTS has presented its Fleet Utilization information (pg. 5) as well as its Fleet Replacement and Rehabilitation Schedule (pg. 27).

Public Transit ridership has dramatically increased in all categories since 2005, as indicated by the table in Appendix J. With over 200,000 total rides, 17% were provided to the elderly and 63% were provided to those with disabilities.

Management

The management of NRTS has no management changes planned for the immediate future. Mr. Earl Henry remains the Transportation Director, has been so for over 10 years, and plans on continuing in that position.

Organization Changes

At the present time there are no plans to change the organizational structure of NRTS.

Joint use of facilities and future facilities

There is currently no joint use of any transportation facilities within the region. NRTS maintains a repair and bus parking facility in West Union, Iowa, which is a leased facility. NRTS is exploring the possibility of constructing a Transportation facility for repair and bus parking. Consolidation of dispatch, maintenance and parking would make operations more efficient and is a goal for NRTS. Locating/constructing of such a facility is projected to occur in FY2013.

Current Needs and Projects summary

In past years, needs analysis resulted in the identification of additional needs for services. Veterans, and specifically Disabled Veterans, demonstrated a gap that needed to be addressed and had a greater need than was being serviced. The New Freedom program was applied for, and continues to be utilized to meet this special need. G & G Living Center also responded with identification of their organization's needs, and the resulting initiative introduced the JARC program to suit this demand. Both of these programs continue today.

As a result of the recent regional on-line survey, feedback supported that although sufficient numbers of regional transit vehicles are available, not enough awareness exists for the general public to maximize their services. How could public transportation services be improved? The top 3 response categories were:

- Better advertising/marketing of availability.
- Expanded hours of operation
- Better coordination of service between providers

Discussions have been initiated with regional transit to assess current marketing materials and efforts so that additional methods and locations can be researched to increase awareness. Coordination of transit services with private and human service providers to reduce gaps in coverage will be ongoing.

Responses to a question in the survey "Do you believe there are unmet public transportation needs in the Region?" indicated that 78.9% of respondents said yes. The top 4 categories were:

- Low Income (15 responses)
- Senior Citizens (14 responses)
- Persons with Disabilities (10 responses)
- Students (9 responses)
- All groups (9 responses)

Several topics of interest for low income families included typical after hour and weekend demand, such as parent/teacher conferences in evenings, park & recreation events on weekends, and seasonal school functions and events like concerts and performances that can be difficult for the above mentioned groups to attend without public transportation options. Assessments will take place to address these activities and groups with respect to transit availability and feasibility for extended hours and days.

SECTION FOUR: Funding

Possible Funding sources for Transportation projects:

JARC and New Freedom programs are discussed and summarized in the following pages. Other possible funding sources are listed in Appendix G.

During FY11 potential uses of these sources will be explored and researched to see if they have applicability to future projects listed for funding.

New Freedom Funds

All Five County Veterans Affairs offices operate within a budget, a portion of which includes an element for transportation of Veterans. NRTS was awarded New Freedom funds again in FY2010, and has received such funding since FY2008. The continuance of these funds will be used to provide a demand response route to any Veterans Medical Facility. These funds can be used to match Veteran's groups request for transportation to facilities that exist outside the normal transportation cycle of the Veteran's groups. Accordingly, facilities that are out of state and out of territory for normal Veteran's groups are now accessible. With the award of the New Freedom funds it is hoped that these gaps in Veteran transportation need will be met with increased service from this funding stream.

It is anticipated that the match for these New Freedom funds would come from the Veterans Affairs offices or the veterans themselves. The general public would also be able to avail themselves of these routes if they so desired. This program has tended to be under-utilized with area Veterans groups. Further outreach by NRTS and RPA 1 personnel will be undertaken so that this program can become more successful. New Freedom funds total budget for FY 11 would be \$20,000 and as such 50% of this (\$10,000) would be applied for under a NEW FREEDOM Grant for FY 11.

Job Access and Reverse Commute Program (JARC)

NRTS is using JARC funds during the present FY to assist G & G Living Centers in Guttenberg and Edgewood, Iowa to transport clients from their residences to work centers. G & G has been using this program for since November 2007 and their demand for services is increasing steadily. G & G is very pleased with the services that NRTS is providing with the JARC program, and has for all practical purposes has ceased providing its own transportation for their clients to and from work centers. G & G has used the JARC program during FY09 and FY10. Accordingly it has been determined that these JARC based services are very important to the region.

For almost 20 years NRTS has worked to get a major employer to coordinate and partner their transportation with them rather than using their own vehicles. Without the JARC funding, all the headway that has been made could be lost. This year G & G has turned back to us all the vehicles that they leased from us.

SECTION FIVE: Recommended Projects

New Freedom Project:

In meetings with the Local Veterans Groups in 2008 and 2009 they have expressed that more Veterans are returning with disabilities from the wars in the Middle East. The need to obtain affordable transportation for Veterans and their families to the needed medical facilities continues to be on the increase.

General Project Cost Information:

• New Freedom funds requested	\$10,000	50%
• Local funds available	\$10,000	50%
• Total Project Cost	\$20,000	100%

Detailed Project Budget:

The \$10,000 New Freedom money will be matched with funds of \$10,000 from the County Veterans Groups for a total of \$20,000. Decreased demand for Veteran's transportation is estimated to be 40% less than the previous year. This service is, however, vital for Veteran care. Justification for the proposed budget is as follows:

- Example A: Estimated four trips to Iowa City VA center per month from the region at an average mileage of 300 miles round trip – Estimated travel time and layover time would be 36 hours a month.
- Example B: Estimated two trips to Madison, WI VA center per month from the region at an average mileage of 300 miles round trip – Estimated travel time and layover time would be 17 hours a month.
- Example C: Estimated two trips to Knoxville, IA VA center per month from the region at an average mileage of 300 miles round trip – Estimated travel time and layover time would be 17 hours a month.

JARC Project:

Northeast Iowa Community Action Corp. – Transit will be using JARC funds to assist with the southern routes (G&G) in RPA 1 area. NRTS will transport riders from their residences to job and job training sites throughout the southern half of our region. We have been operating this program in the southern area since November 2007 and the demand for services is remains steady. It is anticipated that G&G and other similar agencies throughout the region will avail themselves of this program on a continuing basis.

The total budget for FY 11 for JARC services is projected to be \$50,000.00. The JARC portion of this budget would be \$25,000.00. These funds would be applied for on an annual basis.

Project Eligibility: Transporting riders to job training and job sites.

General Project Cost Information:

• JARC funds requested:	\$25,000	50%
• Local funds available	\$25,000	50%
• Total Project Cost	\$50,000	100%

Detailed Project Budget:

The average hours per day serving the southern JARC route is 7, or 35 hours per week. Based on 52 weeks of service, the total hours for JARC riders would be 1,820 at \$24.00 per hour for a budget figure of \$43,680. The other JARC route that operates in the northern part of Region 1 operates at almost 264 hours per year at a cost of \$24 per hour or \$6,320 on an annual basis. The total of the two existing JARC routes is \$50,000.

Recap:	<u>Existing JARC Costs</u>	
	Southern Route (G&G)	\$43,680
	Northern Route	<u>\$6,320</u>
	Subtotal	\$50,000
	Total JARC Budget	\$50,000

Four Year Replacement and Rehabilitation Strategy for NRTS

N.E.I.C.A.C. - Transit Region1

Fleet Replacement and Rehabilitation Schedule

Fleet ID#	Year/Body MFR/Model	Seats	W/C Plus Seats	Vehicle Equipment	Mileage as of 7-1-09	Year Replaced	Proposed Work			
						Still in Fleet	2011	2012	2013	2014
505	1995 Dodge Caravan	6	0	CP, MDT	149270	2011	Replace			
603	1996 Ford van	14	0	CP	161554	2011	Replace			
604	1996 Ford Van	13	0	CP	147870	2011	Replace			
712	1997 Ford Windstar	6	1+5* or 2+3*	CP, MDT, R (ADA)	142031	2012	Replace			
9811	1997 Ford Supreme	17	1+13 or 2+9	CP, MDT, L (ADA)	171067	2011	Replace			
9813	1997 Ford Supreme	17	1+13 or 2+9	CP, MDT, L (ADA)	156333	2012	Replace			
9815	1997 Ford Supreme	17	1+13 or 2+9	CP, MDT, L (ADA)	169428	2011	Replace			
00055	2000 Chevy Venture Van	5	1+4 or 2+1 Maybe	CP, MDT, R (ADA)	152825	2012	Replace			
00057	2000 Chevy Venture Van	5	1+4 or 2+1 Maybe	CP, MDT, R (ADA)	135806	2011	Replace			
00058	2000 Chevy Venture Van	5	1+4 or 2+1 Maybe	CP, MDT, R (ADA)	263730	2011	Replace			
00086	2000 Conversion Van	8	1+6 or 2+2	CP, MDT, L (ADA)	149353	2012	Replace			
00162	2001 Ford LD bus	16	1+12 or 2+10	CP, MDT, L (ADA)	149270	2011	Replace			
00163	2001 Ford LD bus	16	1+12 or 2+10	CP, MDT, L (ADA)	161554	2011	Replace			
00164	2001 Ford LD bus	16	1+12 or 2+10	CP, MDT, L (ADA)	147870	2011	Replace			
00201	2001 Ford LD bus	20	1+16 -2+14	CP, MDT, L	142031	2012	Replace			

			-3+10 -4+8	(ADA)						
03051	2003 Chevy Venture Van	5	1+4 or 2+1 Maybe	CP, MDT, R (ADA)	171067	2011	Replace			
03162	2003 Ford Champion	16	2+10	CP, MDT, L (ADA)	156333	2012		Replace		
03214	1995 Ford Supreme	21	1+17 2+15	CP, MDT, L (ADA)	169428	2011	Replace			
04061	2005 Chevy Venture Van	6	1+3 or 2+1 Maybe	CP, MDT, R (ADA)	152825	2012		Replace		
04062	2005 Chevy Venture Van	6	1+3 or 2+1 Maybe	CP, MDT, R (ADA)	128991	2012		Replace		
04063	2005 Chevy Venture Van	6	1+3 or 2+1 Maybe	CP, MDT, R (ADA)	119347	2012		Replace		
04101	2004 Ford Goshen	10	2+4	CP, MDT, L (ADA)	116199	2012		Replace		
04102	2004 Ford Goshen	10	2+4	CP, MDT, L (ADA)	117211	2012		Replace		
05161	2006 Ford Eldorado	16	2+12	CP, MDT, L (ADA)	85596	2013			Replace	
05162	2006 Ford Eldorado	16	2+12	CP, MDT, L (ADA)	90323	2013			Replace	
05163	2006 Ford Eldorado	16	2+12	CP, MDT, L (ADA)	102643	2013			Replace	
05164	2006 Ford Eldorado	16	2+12	CP, MDT, L (ADA)	96635	2013			Replace	
05165	2006 Ford Eldorado	16	2+12	CP, MDT, L (ADA)	100727	2013			Replace	
05166	2006 Ford Eldorado	16	2+12	CP, MDT, L (ADA)	89036	2013			Replace	
05167	2006 Ford Eldorado	16	2+12	CP, MDT, L (ADA)	99301	2013			Replace	
05168	2006 Ford Eldorado	16	2+12	CP, MDT, L (ADA)	90656	2013			Replace	
06161	2006 Ford Eldorado	16	2+12	CP, MDT, L (ADA)	79345	2014				Replace

06162	2006 Ford Eldorado	16	2+12	CP, MDT, L (ADA)	88017	2014				Replace
06163	2006 Ford Eldorado	16	2+12	CP, MDT, L (ADA)	84012	2014				Replace
06164	2006 Ford Eldorado	16	2+12	CP, MDT, L (ADA)	84965	2014				Replace
06165	1995 Ford Eldorado	16	1+12	CP, MDT, L (ADA)	216584	2012		Replace		
06216	1995 Ford Supreme	21	2+15	CP, MDT, L (ADA)	184000	2010				
07211	1998 Ford Supreme	21	2+15	CP, MDT, L (ADA)	201061	2010				
07212	1998 Ford Supreme	21	2+15	CP, MDT, L (ADA)	218683	2010				
07213	1996 Ford Supreme	21	2+15	CP, MDT, L (ADA)	229318	2011	Replace			
07304	GMC Carpenter	30	2 + 30	CP, MDT, L	104418	2014				Replace
08033	2008 Chevy Venture	3	1+2 or 2+1	CP, R, MDT	36850	2014				Replace
08061	1995 Dodge Caravan	6	0	CP, MDT	160917	2014				Replace
08062	1995 Dodge Caravan	6	0	CP, MDT	190569	2013			Replace	
09058	2010 Dodge Caravan	5	1+2 or 2+1	CP, R, MDT	10	2010				
09059	2010 Dodge Caravan	5	1+2 or 2+1	CP, R, MDT	10	2010				
09182	2009 Ford Eldorado	16	1+16 or 2+14	CP, L, MDT	585	2010				
09183	2009 Ford Eldorado	16	1+16 or 2+14	CP, L, MDT	579	2010				
09184	2009 Ford Eldorado	16	1+16 or 2+14	CP, L, MDT	664	2010				
09185	2009 Ford Eldorado	16	1+16 or 2+14	CP, L, MDT	565	2010				

	2009 Ford		1+16 or	CP, L, MDT						
09186	Eldorado	16	2+14		597	2010				
	2009 Ford		1+16 or	CP, L, MDT						
09187	Eldorado	16	2+14		594	2010				
	International			CP, L, MDT						
09291	Blue Bird	29	2+29		152260	2014				Replace

Equipment Code:

L = Wheelchair Lift

R = Wheelchair Ramp

CP = Cell Phone

MDT = Mobile Data Terminal/Computer

SC = Security Camera

Four Year listing of Candidate Projects for Inclusion into the STIP

Northeast IA Regional Transit System

FY 20011 - 2014 UERPC- RPA TIP

Inclusion of a project in the UERPC - RPA 1Transportation Improvement Program does not guarantee Federal-Aid Eligibility. Eligibility will be determined on a case-by-case basis when project authorization is requested from the FHWA and the FTA.

Federal Fund Type Codes

5309-Capital Program

5303-Metropolitan Planning Program

5307- Urbanized Area Formula Program

5310- Elderly & Persons w/Disabilities

5311-Nonurbanized Area Formula Program

5313/5314- State Planning & Research

Expenditure - Exp

C - Capital

Op - Operational

Type of Project

O- Operating

C- Capital

P- Planning

Rep- Replace

Exp- Expansion

Reh- Rehabilitation

Funding Type	Description of Project	Vehicle ID	Type of Exp	Type of Project	Project Cost 2011	Federal Aid 2011
5309	One ADA Lower Floor Minivan	00086	C	Rep	\$42,000	\$34,860
5309	One ADA Lower Floor Minivan	00055	C	Rep	\$42,000	\$34,860
5309	One ADA Lower Floor Minivan	00057	C	Rep	\$42,000	\$34,860
5309	One ADA Lower Floor Minivan	00058	C	Rep	\$42,000	\$34,860
5309	One 176" ADA Diesel LD Bus	03214	C	Rep	\$82,000	\$68,060
5309	One 176" ADA Diesel LD Bus	03162	C	Rep	\$82,000	\$68,060
5309	One 176" ADA Diesel LD Bus	00201	C	Rep	\$82,000	\$68,060
5309	One 176" ADA Diesel LD Bus	07213	C	Rep	\$82,000	\$68,060
5309	One 176" ADA Diesel LD Bus	00163	C	Rep	\$82,000	\$68,060
5311	General Operations		Op	Op	\$482,730	\$482,730
STA	General Operations		Op	Op	\$362,568	\$362,568
5316	JARC		Op	Op	\$50,000	\$25,000
5317	New Freedom		Op	Op	\$20,000	\$10,000
	Contracts		Op	Op	\$1,531,879	\$0
TOTAL					\$3,025,177	\$1,360,038

Funding Type	Description of Project	Vehicle ID	Type of Exp	Type of Project	Project Cost 2012	Federal Aid 2012
5309	One ADA Lower Floor Minivan	03051	C	Rep	\$43,260	\$35,905
5309	One ADA Lower Floor Minivan	04061	C	Rep	\$43,260	\$35,905
5309	One ADA Lower Floor Minivan	04062	C	Rep	\$43,260	\$35,905
5309	One ADA Lower Floor Minivan	04063	C	Rep	\$43,260	\$35,905

5309	One 176" ADA Diesel LD Bus	00162	C	Rep	\$84,460	\$70,101
5309	One 176" ADA Diesel LD Bus	00164	C	Rep	\$84,460	\$70,101
5309	One 176" ADA Diesel LD Bus	04101	C	Rep	\$84,460	\$70,101
5309	One 176" ADA Diesel LD Bus	04102	C	Rep	\$84,460	\$70,101
5309	One 176" ADA Diesel LD Bus	06165	C	Rep	\$84,460	\$70,101
5311	General Operations		Op	Op	\$497,211	\$497,211
STA	General Operations		Op	Op	\$356,732	\$356,732
5316	JARC		Op	Op	\$50,000	\$25,000
5317	New Freedom		Op	Op	\$15,000	\$7,500
	Contracts		Op	Op	\$1,577,835	\$0
TOTAL					\$3,092,118	\$1,380,568

Funding Type	Description of Project	Vehicle ID	Type of Exp	Type of Project	Project Cost 2013	Federal Aid 2013
5309	One ADA Lower Floor Minivan	08062	C	Rep	\$44,557	\$36,982
5309	One 176" ADA Diesel LD Bus	05161	C	Rep	\$86,993	\$72,204
5309	One 176" ADA Diesel LD Bus	05162	C	Rep	\$86,993	\$72,204
5309	One 176" ADA Diesel LD Bus	05163	C	Rep	\$86,993	\$72,204
5309	One 176" ADA Diesel LD Bus	05164	C	Rep	\$86,993	\$72,204
5309	One 176" ADA Diesel LD Bus	05165	C	Rep	\$86,993	\$72,204
5309	One 176" ADA Diesel LD Bus	05166	C	Rep	\$86,993	\$72,204
5309	One 176" ADA Diesel LD Bus	05167	C	Rep	\$86,993	\$72,204
5309	One 176" ADA Diesel LD Bus	05168	C	Rep	\$86,993	\$72,204
5309	Maintenance Facility		C	Capital	\$1,110,340	\$888,272
5311	General Operations		Op	OP	\$512,127	\$512,127
STA	General Operations		Op	OP	\$367,433	\$367,433
5316	JARC		Op	Op	\$50,000	\$25,000
5317	New Freedom		Op	Op	\$15,000	\$7,500
	Contracts		Op	OP	\$1,625,170	\$0
TOTAL					\$4,420,571	\$2,414,946

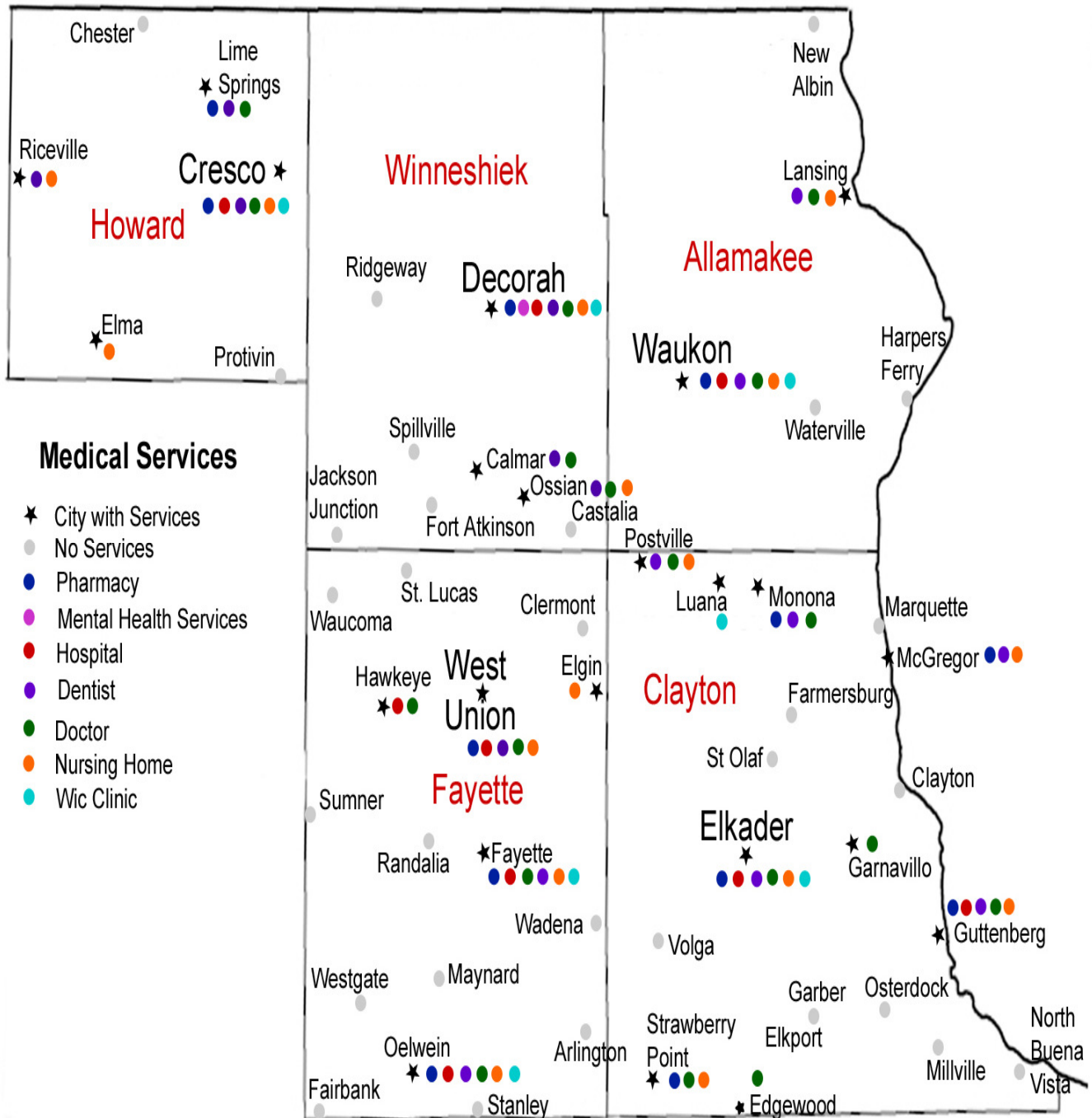
Funding Type	Description of Project	Vehicle ID	Type of Exp	Type of Project	Project Cost 2014	Federal Aid 2014
5309	One ADA Lower Floor Minivan	08061	C	Rep	\$45,893	\$38,091
5309	One ADA Lower Floor Minivan	08033	C	Rep	\$45,893	\$38,091
5309	One 176" ADA Diesel LD Bus	06161	C	Rep	\$89,602	\$74,369
5309	One 176" ADA Diesel LD Bus	06162	C	Rep	\$89,602	\$74,369
5309	One 176" ADA Diesel LD Bus	06163	C	Rep	\$89,602	\$74,369
5309	One 176" ADA Diesel LD Bus	06164	C	Rep	\$89,602	\$74,369
5309	One 176" ADA Diesel LD Bus	06165	C	Rep	\$89,602	\$74,369
5309	One 176" ADA Diesel LD Bus	05165	C	Rep	\$89,602	\$74,369
5311	General Operations		Op	OP	\$527,490	\$527,490
STA	General Operations		Op	OP	\$378,455	\$378,455
5316	JARC		Op	Op	\$50,000	\$25,000
5317	New Freedom		Op	Op	\$15,000	\$7,500
	Contracts		Op	OP	\$1,673,925	\$0
TOTAL					\$3,274,268	\$1,460,841

Appendices

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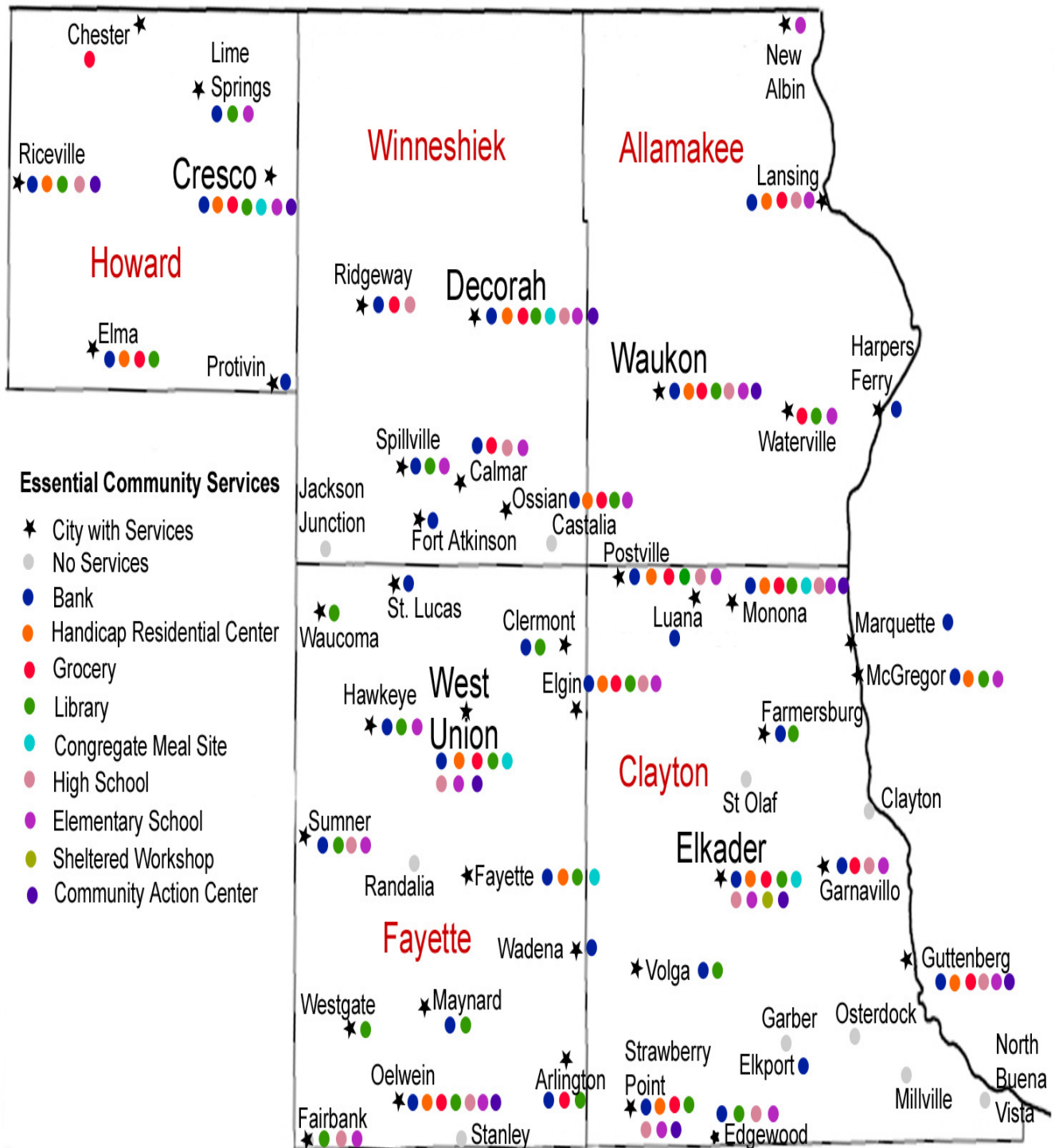
Appendix A

Location of Medical Services in RPA 1



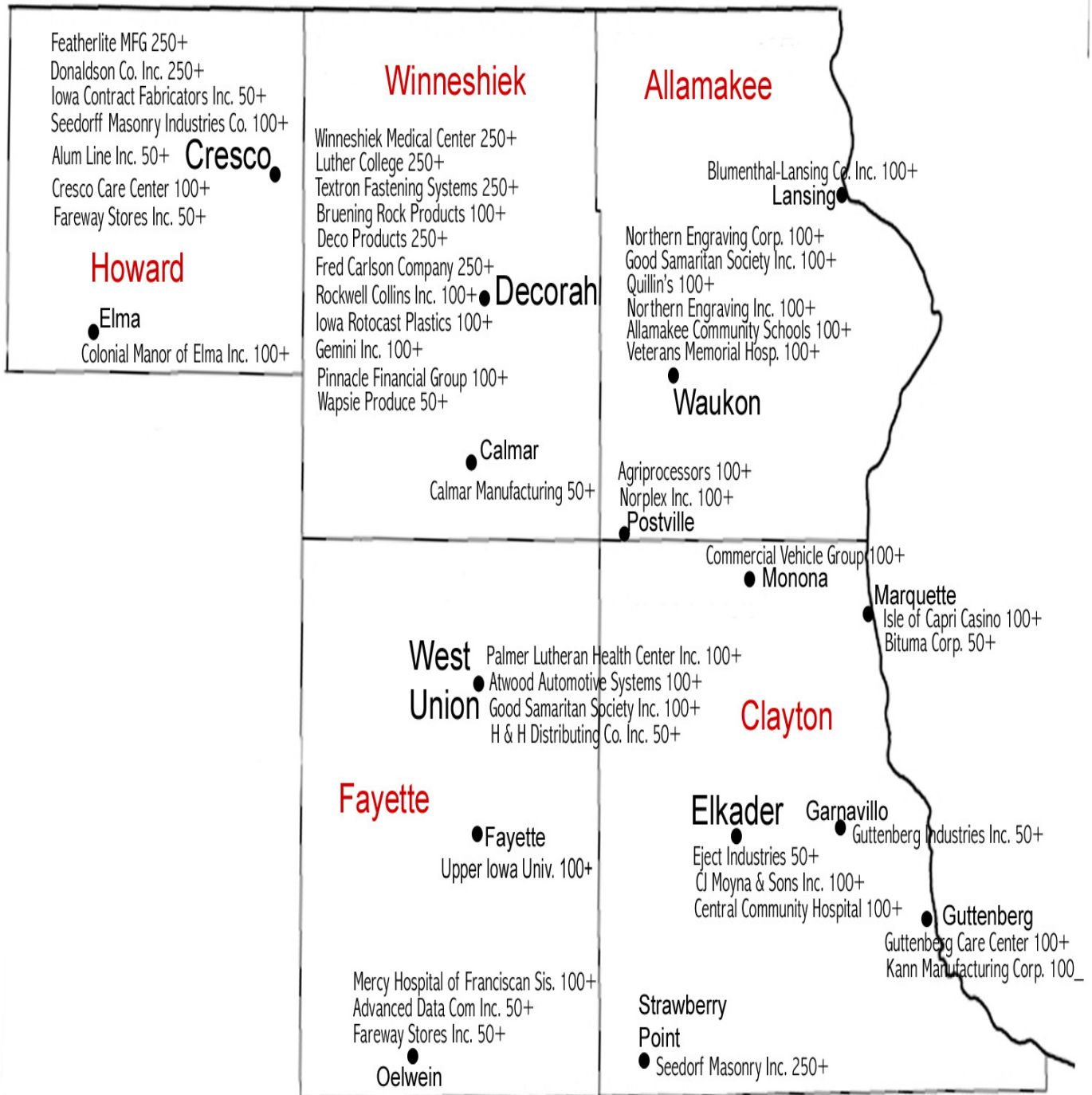
Appendix B

Locations of Essential Community Services in the RPA 1 Region



Appendix C

Locations of Major Employers in RPA 1 (with number of employees)

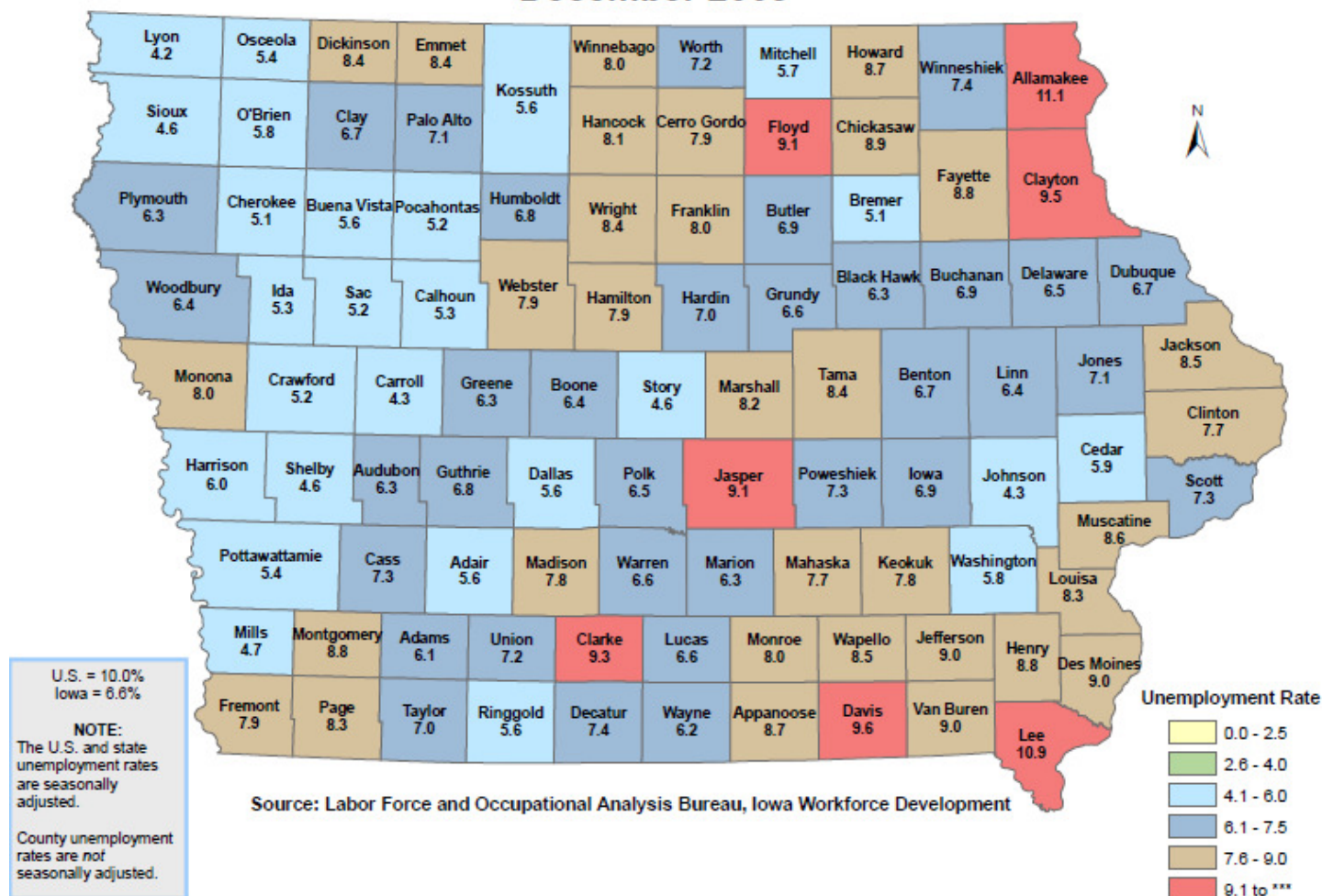


The largest employers by county in RPA 1 2007 - Now

<u>Rank</u>	<u>County</u>	<u>Industry</u>	<u>Status</u>	<u># Affected</u>
<u>Allamakee</u>				
1	Agriprocessors Inc	Manufacturing	Closed	150
2	Northern Engraving Corporation	Manufacturing	Closed	207
3	Good Samaritan Society	Health Services		
4	Industrial Laminates/Norplex	Manufacturing		
5	Blumenthal-Lansing Company	Wholesale Trade		
6	Quillin's Food Ranch	Retail Trade		
7	Hunt Enterprises	Business Services		
8	Northgate Care Center	Health Services		
9	Best Value Inc	Transportation		
10	Interstate Power & Light Company	Utilities		
<u>Clayton</u>				
1	Isle of Capri Casino - Marquette	Arts & Entertainment		
2	Monona Wire Corporation	Manufacturing	Layoff	34
3	Seedorf Masonry	Construction		
4	G & G Living Centers	Health Services		
5	C J Moyna & Sons	Construction		
6	Bituma Corporation	Manufacturing	Layoff	105
7	Swiss Valley Farms Company	Manufacturing		
8	Guttenberg Care Center	Health Services		
9	Guttenberg Industries	Manufacturing	Layoff	22
10	Kann Manufacturing Corporation	Manufacturing		
<u>Fayette</u>				
1	Upper Iowa University	Educational Services		
2	Palmer Lutheran Health Center	Health Services		
3	Mercy Hospital of Franciscan Sisters	Health Services		
4	Grandview/Oelwein Care Center	Health Services		
5	Atwood Mobile Products Inc	Manufacturing	Closed	125
6	X-L Specialized Trailers Inc	Manufacturing		
7	Dura Automotive Systems	Manufacturing	Closed	165
8	Good Samaritan Society	Health Services		
9	Fareway Stores	Retail Trade		
10	Advanced Data-Comm	Business Services		
<u>Howard</u>				
1	Featherlite Manufacturing	Manufacturing	Layoff	209
2	Donaldson Company	Manufacturing	Layoff	92
3	Iowa Contract Fabricators	Manufacturing		
4	Alum Line	Manufacturing		
5	Seedorff Masonry Industries	Manufacturing		
6	Colonial Manor of Elma	Health Services		
7	Plantpeddler	Agriculture		
8	Cresco Union Savings Bank	Finance & Insurance		
9	Cresco Care Center	Health Services		
10	Fareway Stores	Retail Trade		
<u>Winneshiek</u>				

1	Luther College	Educational Services		
2	Textron Service Center (TFS Fastening)	Manufacturing		
3	Knife River Midwest	Construction	Closed	213
4	Wal-Mart Stores	Retail Trade		
5	Rockwell Collins	Manufacturing	Layoff	14
6	Deco Products	Manufacturing	Layoff	8
7	Aase Haugen Homes	Health Services		
8	Reilly Construction Company	Construction		
9	Pinnacle Financial Group	Business Services		
10	Gemini Incorporated	Manufacturing		
11	Wapsie Produce	Manufacturing	Closed	90

Iowa Unemployment Rates by County December 2009



Appendix D

CITIES In Iowa LEVING TAXES FOR OPERATION AND MAINTENANCE OF A MUNICIPAL TRANSIT SYSTEM FY 2009

CITY NUMBER	CITY NAME	AID TO A TRANSIT COMPANY	AID TO A TRANSIT COMPANY RATE
046	CEDAR FALLS	308,830	0.27907
054	WATERLOO	1,262,242	0.63517
205	CLINTON	646,325	0.83000
220	DENISON	12,896	0.09500
267	BURLINGTON	242,529	0.41026
288	DUBUQUE	1,253,638	0.66727
323	CHARLES CITY	57,352	0.34541
429	HUMBOLDT	12,155	0.10833
439	HOLSTEIN	9,000	0.32064
483	IOWA CITY	2,331,129	0.95000
491	UNIVERSITY HEIGHTS	39,760	0.87154
517	ALGONA	5,495	0.03375
539	CEDAR RAPIDS	3,708,284	0.75377
547	MARION	146,361	0.14550
575	ROCK RAPIDS	52,579	0.95000
611	MARSHALLTOWN	156,236	0.22124
653	MUSCATINE	160,000	0.22751
671	SIBLEY	4,759	0.09499
732	COUNCIL BLUFFS	612,113	0.30000
773	DAVENPORT	3,256,240	0.90939
811	AMES	1,210,300	0.62329
868	OTTUMWA	372,464	0.74000
904	FORT DODGE	210,000	0.37123
938	SIOUX CITY	881,000	0.43977
947	NORTHWOOD	25,588	0.59008
949	CLARION	8,000	0.15013
951	EAGLE GROVE	8,000	0.13466

Appendix E

RPA 1 Communities Tax Levy Potential for Transit

	CITY	POPULATION	TOTAL TAX	.95¢/1000	POTENTIAL
309	ARLINGTON	490	\$6,384,979	=	\$6,066
918	CALMAR	1058	\$18,231,388	=	\$17,320
919	CASTALIA	175	\$1,911,945	=	\$1,816
420	CHESTER	151	\$2,854,076	=	\$2,711
182	CLAYTON	55	\$3,854,053	=	\$3,661
310	CLERMONT	716	\$9,085,966	=	\$8,632
421	CRESO	3905	\$89,244,325	=	\$84,782
920	DECORAH	8172	\$222,986,267	=	\$211,837
312	ELGIN	676	\$11,232,654	=	\$10,671
184	ELKADER	1465	\$29,205,552	=	\$27,745
185	ELKPORT	88	\$556,554	=	\$529
422	ELMA	598	\$8,903,781	=	\$8,459
186	FARMERSBURG	300	\$3,624,408	=	\$3,443
313	FAYETTE	1300	\$16,389,493	=	\$15,570
921	FORT ATKINSON	389	\$6,996,046	=	\$6,646
187	GARBER	103	\$1,237,766	=	\$1,176
188	GARNAVILLO	754	\$13,425,918	=	\$12,755
189	GUTTENBERG	1987	\$57,146,120	=	\$54,289
010	HARPERS FERRY	330	\$15,127,768	=	\$14,371
314	HAWKEYE	489	\$6,966,140	=	\$6,618
922	JACKSON JUNCTION	60	\$1,973,146	=	\$1,874
011	LANSING	1012	\$30,045,447	=	\$28,543
423	LIME SPRINGS	496	\$8,896,627	=	\$8,452
191	LUANA	249	\$4,928,859	=	\$4,682
193	MARQUETTE	421	\$3,730,337	=	\$3,544
315	MAYNARD	500	\$7,497,100	=	\$7,122
192	MCGREGOR	871	\$21,997,960	=	\$20,898
194	MILLVILLE	23	\$448,493	=	\$426
195	MONONA	1550	\$28,392,500	=	\$26,973
012	NEW ALBIN	527	\$8,108,303	=	\$7,703
196	NORTH BUENA VISTA	124	\$1,651,556	=	\$1,569
316	OELWEIN	6692	\$107,158,338	=	\$101,800
923	OSSIAN	853	\$16,717,427	=	\$15,882
197	OSTERDOCK	50	\$784,043	=	\$745
013	POSTVILLE	2273	\$39,245,470	=	\$37,283
424	PROTIVIN	317	\$5,963,307	=	\$5,665
317	RANDALIA	84	\$682,048	=	\$648
628	RICEVILLE	840	\$12,145,265	=	\$11,538
924	RIDGEWAY	293	\$6,291,999	=	\$5,977
925	SPILLVILLE	386	\$7,455,271	=	\$7,083
318	ST LUCAS	178	\$2,972,080	=	\$2,823
198	ST OLAF	136	\$1,588,650	=	\$1,509
199	STRAWBERRY POINT	1386	\$21,499,268	=	\$20,424
200	VOLGA	247	\$2,882,751	=	\$2,739
319	WADENA	243	\$2,629,771	=	\$2,498
014	WATERVILLE	145	\$1,260,335	=	\$1,197
320	WAUCOMA	299	\$4,818,173	=	\$4,577
015	WAUKON	4131	\$77,721,941	=	\$73,836
322	WEST UNION	2549	\$60,900,430	=	\$57,855
321	WESTGATE	234	\$2,409,099	=	\$2,289
Total Potential Levy for RPA 1					\$967,253

Appendix F

NEICAC – NRTS – Transit Contact Information

<p style="text-align: center;">Transit - Region 1 305 Montgomery St PO Box 487 Decorah, IA 52101-0487 Phone: 563-382-4259 Fax: 563-382-4681 Toll Free: 866-382-4259 Transit Information scheduler@neicac.org</p>			
Position	Name	Phone Number	Email Address
Transportation Director	Earl Henry, CCAP, CCTM	563-382-4259	earl@neicac.org
System Administrator	Monica Roderick, CCTS	563-382-4259	monica@neicac.org
Dispatch Manager	Karn Pankow	563-382-4259	karn@neicac.org
Clerk Scheduler	Cindy Hovey	563-382-4259	scheduler@neicac.org
Clerk Scheduler	Gretchen Jurs	563-382-4259	scheduler@neicac.org
Clerk Scheduler	Brenda Shafer	563-568-4259	scheduler@neicac.org
Clerk Scheduler	Wendy Norton	563-568-4259	scheduler@neicac.org
Clerk Scheduler	Shannon Nagel	563-568-4259	scheduler@neicac.org
To top			
<p style="text-align: center;">Northeast Regional Transit Transit Maintenance Shop 302 N Vine West Union, IA 52175 Phone: 563-422-8883</p>			
Position	Name	Phone Number	Email Address
Repair & Support Technician	David Wilker	563-422-8883	dwilker@neicac.org
Repair & Support Technician	Troy Schott	563-422-8883	troy@neicac.org
To top			
<p style="text-align: center;">Northeast Regional Transit County Drivers</p>			
Position	Name	Phone Number	Email Address
Allamakee County Lead Driver	Karla Gossling		
Allamakee County Drivers	Charles Berns, Jeff Fern, Bill Harris, Charles Jepsen, David Loftsgard, Karen Mathis, Steve Paul, Greg Snitker, Ed Stamper		
Position	Name	Phone Number	Email Address
Clayton County Lead Driver	Gerald (Bud) Miller		
Clayton County Drivers	Vi Anderson, Don Baruth, Eldon Hansel, Jerry Hawkins, Chuck Lammers, Dean Leonard, Jeanie Prince, Butch Rommann, Ronald Schuety, Lois Storbeck, Ronald Tayek, Allen Wagner, Elizabeth Wagner, Bob Walke, Kent Werges		
Position	Name	Phone Number	Email Address
Fayette County Lead Driver	Pat Kleppe		
Fayette County Drivers	Patty Handke, James Ingels, Rudy Moritz, Roger Nelson, Joyce Rawson, Richard Simpson, Jim Tope, Jan VanDeWalker		
Position	Name	Phone Number	Email Address
Howard County Lead Driver	Pat Kleppe		
Howard County Drivers	Roger Bergan, Melissa Foley, Gordon Jensson, Ronald Kreitzer, George Ratcliff		
Position	Name	Phone Number	Email Address
Winneshiek County Lead Driver	Karla Gossling		
Winneshiek County Drivers	Robert Anderson, Lori Christen, Don Dickinson, Stanley Fuchs, Ron Henning, Laurie Ludeking, Carol Mincks, Judy Schott		

Appendix G

Transit Funding Source Guide RPA 1

STA Fund Allocation for FY2011

System Name	FY2009 Ridership	FY2009 Revenue Miles	FY2009 Operating Expense	FY2009 Locally Determined Income	FY2011 Formula %	FY2011 Formula Allocation
Region 1	202,688	1,170,276	\$2,254,946	\$1,355,278	3.236691%	\$362,568

Formula Allocation for FY2011 5310/5311 Program

System Name	FY2009 Ridership	FY2009 Revenue Miles	FY2011 Formula %	FY2011 Formula Allocation
Region 1	202,688	1,170,276	5.550000%	\$482,730

CITY OF DECORAH

\$14,000.00 From the City of Decorah to assist with rides by Hometown Taxi within the City of Decorah, Iowa

Additional sources of Funding for Transit projects within RPA 1

Contracting entities of NRTS Listed below:

Accounts Payable

Allamakee Community Schools
Central Community Schools
Clayton-Ridge Comm Schools
Decorah Community Schools
Hometown Taxi
Howard-Winn Comm Schools
MFL/MAR MAC Comm Schools
North Fayette Comm Schools
Oelwein Community Schools
Postville Community Schools
Riceville Community Schools
Starmont Community Schools

1105 Third Ave NW
400 First St. SW
131 S River Park Drive
510 Winnebago Street
P.O. Box 373
1000 Schroeder Dr
700 S Page
105 E Main PO Box 73
307 8th Avenue SE
P.O. Box 717
912 Woodland Ave
3202 40th Street

Waukon, IA 52172
Elkader, IA 52043
Guttenberg, IA 52052
Decorah, IA 52101
Decorah, IA 52101
Cresco, IA 52136
Monona, IA 52159
West Union, IA 52175
Oelwein, IA 50662
Postville, IA 52162
Riceville, IA 50466
Arlington, IA 50606

**Accounts
Receivable**

Contracting Agency

Aase Haugen Home
Allamakee County CPC
Black Hawk County CPC
Buchanan County CPC
Central Community Schools
Clayton County CPC
Colonial Manor of Elma
Cresco Care Center
Elkader Care Center
Elkader Child Care
Evans Memorial Home
Fayette County CPC
G & G Living Centers, Inc.
Good Samaritan Center
Grandview Healthcare Center
Great River Care Center
Guttenberg Care Center
Howard County Comm. Serv
Howard-Winn Comm Schools
Kaleidoscope Kids
Kids Kampus
Maple Crest Manor
Nissie Pre School
Northgate Care Center
Oelwein Community Schools
Ossian DeSales Child Care
Postville Community Schools
Postville Good Samaritan
Region I Employment & Training
Spectrum Network
Strawberry Point Lutheran Home
Sunflower Child Care
TASC Inc
Wellington Place
West Union Good Samaritan
Winneshiek County CPC

Address

4 Ohio PO Box 510
110 Allamakee Street
1407 Independence Ave 4th Floor
210 5th Avenue NE
400 First St. SW
Box #456
407 9th Street
701 Vernon Road
116 Reimer SW
117 Gunder Road
1010 N Elm
Fayette County Courthouse
P.O. Box 967
21 East Main
800 5th Street SE
P.O. Box 370
1315 Acre Street
205 East 2nd Street
1000 Schroeder Dr
301 Hansen Blvd
P.O. Box 368
100 Bolger Drive
311 College Drive
960 4th Street NW
307 8th Avenue SE
416 East Main
P.O. Box 717
P.O. Box 716
P.O. Box 219
P.O. Box 22
P.O. Box 34
300 Highway 9 West
2213 Mt. Olivet Rd NW
2478 River Road
201 Hall Street
204 West Broadway St.

City/State/Zip

Decorah, IA 52101
Waukon, IA 52172
Waterloo, IA 50703
Independence, IA 50644
Elkader, IA 52043
Elkader, IA 52043
Elma, IA 50628
Cresco, IA 52136
Elkader, IA 52043
Elkader, IA 52043
Cresco, IA 52136
West Union, IA 52175
Guttenberg, IA 52052
Waukon, IA 52172
Oelwein, IA 50662
McGregor, IA 52127
Guttenberg, IA 52052
Cresco, IA 52136
Cresco, IA 52136
West Union, IA 52175
Guttenberg, IA 52052
Fayette, IA 52142
Decorah, IA 52101
Waukon, IA 52172
Oelwein, IA 50662
Ossian, IA 52161
Postville, IA 52162
Postville, IA 52162
Postville, IA 52162
Decorah, IA 52101
Strawberry Pt, IA 52076
Decorah, IA 52101
Waukon, IA 52172
Decorah, IA 52101
West Union, IA 52175
Decorah, IA 52101

Free Accounts

Allamakee Community Schools
Central Community Schools
Clayton-Ridge Comm Schools
Decorah Community Schools
Howard-Winn Comm Schools
MFL/MAR MAC Comm Schools
North Fayette Comm Schools
Oelwein Community Schools
Postville Community Schools
Riceville Community Schools
Starmont Community Schools

1105 Third Ave NW
400 First St. SW
131 S River Park Drive
510 Winnebago Street
1000 Schroeder Dr
700 S Page
105 E Main PO Box 73
307 8th Avenue SE
P.O. Box 717
912 Woodland Ave
3202 40th Street

Waukon, IA 52172
Elkader, IA 52043
Guttenberg, IA 52052
Decorah, IA 52101
Cresco, IA 52136
Monona, IA 52159
West Union, IA 52175
Oelwein, IA 50662
Postville, IA 52162
Riceville, IA 50466
Arlington, IA 50606

Additionally the following areas can be a source of funding for the RPA 1 Transit Needs.

Financial support for the planning and delivery of public transit services comes from many sources. The primary federal and state programs supporting transit and transit planning are as follows:

Federal Transit Assistance Programs

- Metropolitan Transportation Planning Program (Section 5303)
- Statewide Transportation Planning Program (Section 5304)
- Urbanized Area Formula Program (Section 5307)
- Capital Investment Program (Section 5309)
- Special Needs Formula Program (Section 5310)
- Non-urbanized Area Formula Program (Section 5311)
- Rural Training Assistance Program (RTAP) (Section 5311(b)(3))
- Intercity Bus Assistance Program (Section 5311(f))
- Job Access/Reverse Commute (JARC) Program (Section 5316)
- New Freedom (NF) Program (Section 5317)
- Over-the-Road Bus Accessibility Program (Section 3038)
- Federal Stimulus Funding

State Transit Assistance (STA) Programs

- STA Formula Program
- STA Fellowship Program
- STA Coordination Special Projects
- STA Statewide Special Projects
- Public Transit Infrastructure Grant Program
- Capital Match Loan Program (Amoco Loans)

Federal Flexible Funds Available to Transit

- Surface Transportation Program (STP)
- Congestion Mitigation/Air Quality (CMAQ) Program
 - also known as the Iowa Clean Air Attainment Program (ICAAP)

Federal Programs

Section 5303 Metropolitan Planning Program - This is a FTA program to support planning activities in metropolitan areas on an 80% federal, 20% non-federal basis. By law, the state is the direct recipient of the funding. In Iowa, these funds are administered by the Iowa DOT's Office of Systems Planning and are distributed to each of the state's Metropolitan Planning Organizations (MPOs). Annual allocations of 5303 funds are based on a formula that distributes 1/3 of the funds based on the 1990 urban area population, 1/3 based on the 2000 urban area population and the last 1/3 is equally distributed. The 5303 funds are administered jointly with Metropolitan Planning "PL" funds available through the Federal Highway Administration as part of a Consolidated Planning Grant. The 5303 and PL funds can support any MPO costs related to intermodal transportation planning activities for the urbanized area.

Section 5304 Statewide Planning Program - These funds are intended to support transit planning in addition to what is conducted by the individual MPOs. By law, the state is the direct recipient of the funding. Iowa uses these funds, along with 5311 funds set aside specifically for planning, to support a system of Regional Planning Affiliations (RPAs). The RPAs are responsible for local intermodal transportation planning in areas of the state not included in a Metropolitan Planning Organization. Iowa DOT's Office of Systems Planning serves as the direct recipient of these funds. The combined 5304 and 5311 planning funds are allocated among the state's 18 RPAs based on half of the funds being evenly

distributed among the RPAs, 25% distributed on the basis of population and 25% on the basis of the number of counties within the region.

Section 5307 Urbanized Area Formula Program - This is a federal program for support of urban transit systems serving communities with more than 50,000 population.

In all urbanized areas, 5307 funds can be used for capital improvements, including preventive maintenance activities, or planning activities on an 80% federal, 20% non-federal basis. Purchase and installation of special equipment or features required by the Americans with Disabilities Act or the Clean Air Act Amendments, and certain bicycle accommodation projects are eligible for 90% federal assistance. FTA has allowed revenue vehicles with required ADA and clean air equipment to be purchased at a blended participation rate of 83% federal, 17% non-federal.

Transit systems may use up to 10 percent of their total 5307 funds to pay for ADA paratransit costs on an 80% federal, 20% non-federal basis. Each area over 200,000 population receives its own 5307 allocation directly from FTA. The allocations are based partially on population and population density, and partially on performance factors, including passenger miles of service provided.

Each state receives a single allocation of 5307 funds for use in the smaller urbanized areas (with population from 50,000-200,000). This 'Governor's Apportionment' includes a base allocation calculated strictly on population and population density of the state's communities in that size range, plus a "growing states" allocation, based on projected population growth. There is also now a "small transit intensive cities" tier that provides additional funding if any of the small urbanized areas in the state exceed the average performance of the larger communities across the nation on one or more of six specified performance measures. The state is responsible for deciding how 5307 Governor's Apportionment funds are distributed. Ames, University of Iowa's Cambus, Cedar Rapids, Coralville, Dubuque, Iowa City, Sioux City, and Waterloo all receive funding from the Iowa Governor's Apportionment. (Sioux City also receives funding from the Nebraska and South Dakota Governor's Apportionments.) In addition to capital and planning uses, funding for these smaller urbanized areas can also be used to support operating deficit. Funds for operating support must be matched by non-federal funds (other than passenger revenues) on a dollar-for-dollar basis.

The Iowa DOT determines the allocation of the 5307 Governor's Apportionment funds after the federal appropriation process is completed (usually sometime from October to December).

Section 5309 Capital Investment Program – This is a federal program for support of transit capital needs that exceed what can be funded under the federal formula programs. All public transit systems are eligible for these funds. Public agencies may receive these funds directly. Private non-profit transit agencies may not apply directly, but can be part of a statewide application. This federal program provides discretionary funding of transit capital improvements on an 80% federal, 20% non-federal matching basis (83% federal, 17% non-federal for vehicles equipped to meet ADA and Clean Air standards). In most recent years, all 5309 funding has been earmarked by Congress through the authorization or appropriation processes. Iowa's Congressional delegation has been successful in capturing a portion of these funds for both individual system earmarks and a statewide bus earmark. The statewide funds are allocated to rolling stock replacement/rehabilitation projects in the Statewide Transportation Improvement Program (STIP) using a ranking process based on the age and accumulated mileage of vehicles being replaced/rehabilitated.

Section 5310 Special Needs Program – This is a federal program for support of transit services serving elderly and disabled persons. These funds are allocated to Iowa on the basis of the number of persons who are elderly or have disabilities within the state compared to other states. By law, the state is the

direct recipient of the funding. Public agencies responsible for coordinating human service transportation are eligible, as are private not-for-profit agencies. Because Iowa requires the designated public transit systems to coordinate all publicly-funded passenger transportation services, Iowa distributes these funds to the public transit agencies. The funds may be used for the cost of contracted operations, equipment and passenger or vehicle shelters on an 80% federal, and 20% non-federal basis. Purchase of vehicles equipped for access by persons with disabilities can be funded at 83% federal participation. Facilities other than passenger or vehicle shelters are not eligible.

The Iowa DOT's Office of Public Transit (OPT) is the recipient of the 5310 funds from FTA. Seventy percent of the annual funding is distributed to Iowa's large urban transit systems to support services to qualifying persons living in urbanized areas. These funds are distributed based on the same formula used for the rural systems, but with each transit system developing its own eligible project. The remaining 30% of the funds are administered and distributed in conjunction with Non-urbanized Area Formula Program 5311 funds. To simplify administration, the 5310 funds going to rural systems are only distributed to transit systems that purchase contracted transportation services. All projects using 5310 funding must derive from the Passenger Transportation Development Plan (TPDP) prepared by the respective metropolitan or regional planning agency through their joint public transit/human service transportation planning process. All services supported with 5310 funding must be operated open to the general public. (Complementary ADA paratransit meets this requirement, so long as it matches up with an urban transit system's fixed-route hours and service area.)

Section 5311 Non-urbanized Area Formula Program – This federal program supports transit activities in rural areas and communities with less than 50,000 population. These funds are allocated to Iowa based on the number of persons living outside urbanized areas compared to other states. By law, the state is the direct recipient of the funding. Iowa DOT serves as the direct recipient of the funds, through both the Office of Public Transit (OPT) and the Office of Systems Planning. The OPT administers the bulk of the 5311 funding that is provided to small urban and regional transit systems, as well as the 15% of the annual apportionment, that in conformance with federal law, is utilized to support intercity bus services. The Office of Systems Planning administers that portion of the 5311 funds that are combined with the 5304 funding to support rural transit and intermodal planning activities.

The portion of the 5311 funds used for support of public transit services in Iowa is administered in conjunction with the rural portion of the 5310 funding. The 5311 funds may be used to support operating deficits (potentially on a 50% federal, 50% non-federal match), capital purchases (on an 80% federal, 20% non-federal match or 83% federal, 17% non-federal for vehicles meeting ADA and Clean Air standards), or planning activities (on an 80% federal, 20% non-federal match). State policy does not allow local transit administration costs for public transit systems to be treated any differently than operating expenses.

The Iowa DOT formula allocating 5310 and 5311 funds uses the past year's performance statistics. The amount of formula funds to be distributed to small urban systems versus regional systems is determined by comparing the "net public deficit" (unrestricted tax support) for all urban systems to that for all regional systems. The individual allocations to small urban systems are then determined on the basis of 50% of the percentage of total small urban ridership accomplished by that system and 50% of the percentage of total small urban revenue miles provided by the individual system. Individual allocations for regional systems are based on 40% of the system's percentage contribution to total regional transit ridership and 60% on the system's percentage contribution to total regional revenue miles.

The formula apportionment funds received by each system must be used to support services open to the public. This would include eligible transit capital or operating expenses as defined by the federal government. The decision of how the formula funds are programmed is a part of the local transportation

planning and programming process conducted through the regional planning affiliation. OPT provides a projection of the formula funding that will be available to each system for the coming state fiscal year in early December, in order to facilitate integration of the 5311 programming process with the annual preparation of the Passenger Transportation Development Plan (PTP) and the regional Transportation Improvement Program (TIP).

The OPT decides which agencies will receive 5310 funds versus 5311 funds, based on how the transit systems will use the monies. At present, most transit systems choose to use their formula funds for support of transit service costs. The 5310 funds are targeted to systems that purchase services from sub-providers, and 5311 funds are targeted first to systems that provide their services directly. To the extent that any system proposes to use its 5310/5311 allocation for purchase of rolling stock to operate within an urbanized area, 5310 funds will be used (and the project will be included in that urbanized area's Transportation Improvement Program (TIP).) If facility improvements are programmed with the formula funds, 5311 funding will be used.

Section 5311(b)(3) Rural Transit Assistance Program (RTAP) – This federal program provides a source of funding to assist in the design and implementation of training and technical assistance programs and other support services tailored to meet the specific needs of transit operators in non-urbanized areas (less than 50,000 in population). By law, the state is the direct recipient of the funding. In Iowa, the DOT's OPT serves as the recipient of these funds.

Iowa's RTAP funds are mainly used to provide local transit agencies training fellowships. The fellowships pay 50 percent of the cost for Iowa's small urban and regional transit systems and their planners to attend Iowa DOT sponsored seminars, as well as transit-related courses or conferences sponsored by other groups. Transit systems may also be reimbursed for training held in-house. A parallel program funded with state transit assistance (STA) funds pays for costs incurred by large urban systems and their planners.

Section 5311(f) Intercity Bus Assistance Program - A minimum of 15 percent of each year's non-urbanized formula funds allocated to Iowa under the 5311 program is required to be set aside to support intercity bus transportation. Iowa's Intercity Bus Assistance Program is intended to support intercity bus service in rural and small urban areas. Private-for-profit companies, private non-profit corporations, or public entities may apply for this funding. Eligible bus service must make convenient connections to the existing national intercity bus network. Connections to Amtrak or passenger air service terminals are desirable. Service strictly for commuter purposes is not eligible. Projects may include operating assistance, capital assistance, planning, or administrative costs such as marketing and insurance.

The Iowa Intercity Bus Assistance Program includes funding in four categories of projects:

- Category 1 is support for continuation of existing services. Funding is available for providers of existing intercity bus service that apply and agree to reporting requirements. Category 1 projects pay \$0.10/revenue mile of scheduled route service that is justified based on preventive maintenance costs.
- Category 2 is support for new and expanded intercity bus service or feeders connecting to existing intercity bus services. It is not intended to support duplication of existing services. Projects pay up to \$0.50/mile based on preventive maintenance, insurance and administrative costs, and operating support for a maximum of two years. After two years, the service may receive support under Category 1.
- Category 3 is support for marketing of existing and new services. Preference is for cooperative projects with involvement by communities served. Projects may pay up to 80% of project administration/marketing costs.
- Category 4 supports facility improvements or equipment purchases necessary for the support of

existing or new intercity bus services. Projects pay up to 80% of approved project amounts (83% for purchase of accessible vehicles or 90% on accessibility retrofits of existing vehicles) based on actual costs.

The Intercity Bus Assistance Program is included as a statewide total in the Statewide Transportation Improvement Program (STIP). Annual intercity bus assistance applications must be received by OPT by the first business day of October for projects to begin in January. Project selections are finalized by December.

Section 5316 Job Access and Reverse Commute Program (JARC) – This is a federal program established to provide transportation services to access employment opportunities and support services (such as training and child care) for welfare recipients and low-income individuals. Services designed for these purposes may be used by the general public for any trip purpose.

Each urbanized area over 200,000 population receives a separate annual apportionment of funding, and each state receives both an apportionment for use in urbanized areas under 200,000 population and a second apportionment for use in non-urbanized areas. The federal apportionments are based on census data concerning the number of low income individuals in each area, but the law requires that a competitive project selection process must be administered for each of these apportionment areas.

All projects must derive from the area's Passenger Transportation Development Plan (PTP), developed through collaboration of public transit and human service interests. Required match (50% of net cost for operating projects and 80% for capital [83% for ADA vehicles]) can come from any non-DOT federal funds, as well as from state or local government or from private sources.

The OPT accepts applications for JARC projects under the small urbanized areas apportionment or the non-urbanized areas apportionment as part of its Consolidated Transit Funding Application due the first business day of May each year. If any funding remains unobligated after those applications are processed, a second round of applications may be solicited.

The competitive application process in the Des Moines, Omaha-Council Bluffs and Quad Cities areas are each administered locally. For more information contact DART (Des Moines Area Regional Transit), MAPA (Omaha/Council Bluffs MPO) or Bi-State (Quad Cities MPO).

The majority of the grants in Iowa are to transit agencies to extend hours into the evenings and weekends. Other projects established new services to connect employment centers not previously served by transit, or purchased vehicles used for service expansions.

Section 5317 New Freedom Program – This is a federal program established under SAFETEA-LU to support new services or accommodations for persons with disabilities that go beyond the minimums established by the rules implementing the Americans with Disabilities Act. "New" is defined as projects that were not implemented or programmed prior to the signing of SAFETEA-LU (August 10, 2005).

As with the JARC program, each urbanized area over 200,000 population receives a separate annual apportionment of funding, and each state receives both an apportionment for use in urbanized areas under 200,000 population and a second apportionment for use in non-urbanized areas. The federal apportionments are based on census data concerning the number of persons with disabilities in each area, but the law requires that a competitive project selection process must be administered for each of these apportionments.

All projects must derive from the area's Passenger Transportation Development Plan (PTP), developed through collaboration of public transit and human service interests. Required match (50% of net cost for operating projects and 80% for capital [83% for ADA vehicles]) can come from any non-DOT federal funds, as well as from state or local government or from private sources.

The OPT accepts applications for New Freedom projects under the small urbanized areas apportionment or the non-urbanized areas apportionment as part of its Consolidated Transit Funding Application due the first business day of May each year. If any funding remains unobligated after those applications are processed, a second round of applications may be solicited.

The competitive application process in the Des Moines, Omaha-Council Bluffs and Quad Cities areas are each administered locally.

Iowa Clean Air Attainment Program (ICAAP) – This program is one of the five core funding programs of the Federal Highway Administration (FHWA) that can be flexed between highway, transit or bicycle/pedestrian uses. Nationally, the Congestion Mitigation/Air Quality (CMAQ) program is intended to fund transportation projects to assist metropolitan areas in violation of Clean Air Act standards. In those states with areas in violation, much or all of the CMAQ monies must be spent in the affected areas for projects conforming to a state air quality implementation plan. Because Iowa does not have any area in violation of transportation-related federal clean air standards, the state receives a minimum allocation of CMAQ funding that can be used anywhere in the state for any purpose for which STP funds can be used on the same 80% federal, 20% non-federal basis.

In Iowa, funds are programmed for highway or transit projects through a statewide application process based on the project's anticipated air quality or congestion relief benefits. Applications are due the first business day of October for projects to begin the following federal fiscal year. Project selections are determined in February. When ICAAP funds are programmed for transit projects, funding is transferred from FHWA to FTA for administration through the statewide grant under either the 5307 or 5311 programs depending on whether the projects are in urbanized or non-urbanized areas.

Surface Transportation Program (STP) – This is another of FHWA's core programs. These funds come to the state based on a number of factors including vehicle miles of travel, highway lane miles and the number and size of bridges. The funds can be used for roadway, transit capital projects, pedestrian/bikeway projects, or intermodal planning projects on an 80% federal, 20% local basis. In Iowa, a portion of these funds is programmed by local governments acting through metropolitan or regional planning agencies. Nearly all of Iowa RPAs and some MPOs fund a portion of their intermodal transportation planning activities from STP funds. Most transit systems have also been successful in receiving STP funding from their local MPO or RPA. When programmed for transit or planning projects, these funds are transferred from FHWA to FTA for administration, either through a direct 5307 grant for large urban transit systems, through a statewide 5311 grant for small urban or regional systems, or through the statewide consolidated planning grant for planning projects. OPT administers the statewide grant for individual small urban and regional transit systems. The Office of Systems Planning administers the planning grant.

Over-the-Road Bus Accessibility Program (OTRB) – Grants are provided directly from FTA to operators of over-the-road buses to help finance incremental capital and training costs to implement the final accessibility rule under the Americans with Disabilities Act (ADA). Providers of intercity fixed-route service, commuter service, and charter and tour service may apply directly to FTA for annual grants. FTA announces its solicitation for applications each year through a notice in the Federal Register.

State Programs

The State of Iowa currently offers six programs providing financial assistance to public transit systems.

State Transit Assistance (STA) – All public transit systems are eligible for funding under the STA program, which began in 1976. Since 1984, STA funding has been derived from a dedicated portion (currently 1/20th) of the first four cents of the state “use tax” imposed on the sale of motor vehicles and accessory equipment. STA funds are provided to support public transit services and may be used for either operating or capital projects.

STA Formula Program - The majority of the state transit assistance funds received in a fiscal year are distributed to individual transit systems on the basis of a formula using performance statistics from the most recent available year. Each month, the dollars received in the fund during the prior month are allocated to the transit agencies. These funds can be used by the public transit system for operating, capital or planning expenses related to the provision of open-to-the-public passenger transportation.

The STA formula funds are first split between urban and regional systems on the basis of total revenue miles of service provided by each group. The funds are then split among individual systems in each category, 50% on the basis of locally determined income (LDI), 25% on the basis of rides per dollar of expense, and 25% on the basis of revenue miles per dollar of expenditure. OPT calculates LDI by subtracting FTA and STA formula funds from the system's operating expenses.

STA Special Projects - Each year up to \$300,000 of the total STA funds are set aside to fund “special projects.” These can include grants to individual systems to support transit services which are developed in conjunction with human service agencies, or statewide projects to improve public transit in Iowa through such means as technical training for transit system or planning agency personnel, statewide marketing campaigns, etc.

The **Coordination Special Projects** are considered an “immediate opportunity” program by the Iowa DOT, meaning that these funds can be applied for at any time of the year as an opportunity arises, provided that funding is still available. Projects are intended to assist with start-up of new services that have been identified as needs by health, employment or human service agencies participating in the Passenger Transportation Development Planning process. Most projects are small in scope and typically will fall within the \$5,000-\$25,000 range. Projects shall be for no more than one year, but a second year of funding can be applied for separately. Priority is given to projects which include a contribution from human service agencies as well.

A major component of the state-wide Special Projects is a program of transit training fellowships that parallels the RTAP fellowship program described previously. The STA fellowship program focuses on training costs for Iowa’s large urban transit systems and metropolitan planning organizations that are not eligible under RTAP.

The statewide project funds can also be used on statewide transit marketing and projects exploring new transit technologies. The administrative rules provide flexibility for use of the funding.

If not needed for special projects, the money set aside for that purpose may be moved back into the STA formula program for distribution to all systems.

Public Transit Infrastructure Grants – In 2006, the Iowa Legislature established a new program to fund some of the vertical infrastructure needs of Iowa’s transit systems. Applications are accepted as

part of the annual Consolidated Transit Funding Program. Projects can involve new construction, reconstruction or remodeling, but must include a vertical component to qualify. They are evaluated based on the anticipated benefits to transit, as well as the ability to have projects completed quickly. The infrastructure program participation in the cost of transit-related elements of a facility project is limited to 80% and cannot, in combination with federal funding, exceed that number. Also no single system can receive more than 40% of the available infrastructure funding in a given year.

Capital Match Revolving Loan Fund (AMOCO Loan) – The capital match revolving loan fund was created by the Iowa Legislature in the early 1980's with funds from Iowa's share of the federal government's petroleum overcharge settlement against the American Oil Company (Amoco.) The loan program is subject to an intergovernmental agreement between the Iowa DOT and the Iowa Department of Natural Resources (DNR). All public transit systems are eligible for loans under this program. The intent of the program is to increase the inherent energy conservation benefits of public transit by expediting the implementation of transit capital projects.

The program allows "no interest" loans to transit systems, which the transit system uses towards the required local match on a federally-funded capital project, paying it back over a negotiated time period as local funds become available. The loan can be used to temporarily fund the entire local match on capital equipment projects or 50% of the required non-federal match on facility projects. Loan recipients may be required to report project energy savings annually to OPT until the loan is repaid.

A project is eligible if it is a transit capital project that is approved for federal funding. The project should be targeted at energy savings.

Local Funding

The bulk of transit funding in Iowa comes from local sources, especially on the operating side. How systems generate their local financial support varies, but some of the more common sources are as follows:

Passenger Revenues – Fees paid by the passengers is one of the most common sources of local support. This can include monies collected on-board the transit vehicle (usually called "farebox receipts"), as well as prepaid fares from sale of passes or tickets, or fares billed to the passenger after the fact. FTA requires that all passenger revenues be subtracted from the total cost of operating transit service to identify a net operating cost, before eligibility for federal financial support of operations can be calculated.

Contract Revenue – Human service agencies, local communities, as well as private businesses are often willing to pay a part or all of the cost for certain types of rides provided as part of the open to the public transit operation. Such subsidies are classified as contract revenues and can count toward the required local match on federal projects.

Local Taxes –

Municipal Transit Levy – Iowa law authorizes municipalities to levy up to 95 cents per \$1,000 assessed valuation to support the cost of a public transit system. Most of Iowa's larger communities levy for support of their urban transit systems. A number of smaller communities use this authority to generate funding used to support services contracted from their designated regional transit system.

Regional Transit Levy – In 2005, the Iowa legislature authorized Iowa's two largest counties to form special taxing districts, under the control of the county, for support of area-wide public transit

services. Once formed, adjacent counties can become part of the district, or municipalities in non-participating adjacent counties can join. The district can levy up to the 95 cents per \$1,000 assessed valuation; but, unlike the provisions in the municipal levy, the regional transit districts can set differing levy rates across their territory. As of July 2007, only Polk County has chosen to form a district, and has, so far, limited its geographic coverage to just their county. Nearly all municipalities within the county have opted to participate.

General Fund Levy – The cost of supporting transit services is an eligible use of general fund revenues for all Iowa governments and is the primary source of funding to support transit for counties who don't have the option of a transit levy, as well as for cities which chose not to use the transit levy.

Trust and Agency Levy – The Trust and Agency Levy can be used by cities and counties to support employee benefit plans. As such, it can be used to help support the cost of a city operated transit system.

Other Local –

Student Fees – Mandatory student fees established by a college or university are similar to a tax levy in that all members of the particular community contribute.

Advertising Revenues – Sale of on-board advertising or advertising space in brochures, etc., can provide some additional revenues to the transit program.

Appendix H

1. Region 1 Agency Transportation Needs Assessment

This survey is being conducted by Regional Planning Affiliation 1/URPC (Administered by Upper Explorerland Regional Planning Commission located in Postville, Iowa). It is designed to seek input and opinions on agency passenger transportation needs within the five-county UERPC region (Allamakee, Clayton, Howard, Fayette, and Winneshiek Counties). The information will be used in the development of a Passenger Transportation Plan for the region.

Agency identifiable information is being gathered through this survey process and the confidentiality of those responding is assured.

Those who want to be involved in the development of the UERPC Passenger Transportation Plan above and beyond this survey and who provide contact information in Question 17 will be contacted for future participation. However, all of your responses to the other questions in this survey will not be personally identifiable.

Thank you very much for taking the time to answer these survey questions. Your answers are very valuable and will be used in the planning process for the RPA 1/ UERPC Passenger Transportation Plan.

Please feel free to forward the link to this survey to any other agency contacts you feel might be interested in providing their opinions about transportation.

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Fax: (563) 864-7535

2. Survey Section

1. Please indicate the type(s) of service your organization provides. (Check all that apply)

- | | |
|---|--|
| <input type="checkbox"/> Senior services | <input type="checkbox"/> Housing |
| <input type="checkbox"/> Medical service | <input type="checkbox"/> Education |
| <input type="checkbox"/> Disability services | <input type="checkbox"/> Recreation/fitness |
| <input type="checkbox"/> Employment services | <input type="checkbox"/> Legal services |
| <input type="checkbox"/> Counseling | <input type="checkbox"/> Economic development |
| <input type="checkbox"/> Food and/or clothing | <input type="checkbox"/> Community development |
| <input type="checkbox"/> Client transportation | <input type="checkbox"/> Religious |
| <input type="checkbox"/> Government services | |
| <input type="checkbox"/> Other (please specify) | |

2. What communities and/or counties does your organization serve? Please define:

3. What categories best describe your principle clients?:

- ☐ Senior citizens
- ☐ Persons with disabilities
- ☐ Students
- ☐ Low income persons
- ☐ General public
- ☐ Other (please specify)

4. What types of trips do your clients need?:

- | | |
|---|---|
| <input type="checkbox"/> Shopping | <input type="checkbox"/> Religious |
| <input type="checkbox"/> Medical Appointments | <input type="checkbox"/> Employment |
| <input type="checkbox"/> Meals/nutrition | <input type="checkbox"/> Social/entertainment |
| <input type="checkbox"/> Recreation | <input type="checkbox"/> Family/friend visits |
| <input type="checkbox"/> Other (please specify) | |

5. Do your clients need medical transportation outside the county?

- ☐ Yes
☐ No

If yes, where?

6. How often? (Check all that apply)

- ☐ Daily
☐ Weekly
☐ Monthly
☐ Other (please specify)

7. What are your operational hours and days of week? (Select all that apply):

- | | |
|--|--|
| <input type="checkbox"/> Business hours 8:00 a.m. to 5:00 p.m. | <input type="checkbox"/> Monday through Friday |
| <input type="checkbox"/> Early morning 5:00 a.m. to 8:00 a.m. | <input type="checkbox"/> Weekends |
| <input type="checkbox"/> Late evening 5:00 p.m. to 10:00 p.m. | <input type="checkbox"/> Holidays |
| <input type="checkbox"/> Overnight hours 10:00 p.m. to 5:00 a.m. | |

8. Does your organization provide client transportation in any of the following ways? (Check all that apply):

- ☐ We do not provide transportation. (Please proceed to question #11.)
- ☐ We operate transportation vehicles directly.
- ☐ We contract with transportation provider to serve clients.
- ☐ Our staff provides client transportation.
- ☐ Our volunteers provide client transportation.
- ☐ We purchase or subsidize fares (or passes) for clients with local transportation providers.

Please indicate which provider(s):

9. If your organization does operate its own transportation vehicles, please specify how many, type and if equipped for handicapped accessibility.

	How Many	Condition	# of passengers
car	<input type="text"/>	<input type="text"/>	<input type="text"/>
mini-van	<input type="text"/>	<input type="text"/>	<input type="text"/>
light-duty bus	<input type="text"/>	<input type="text"/>	<input type="text"/>
other	<input type="text"/>	<input type="text"/>	<input type="text"/>

Other (please specify)

10. What category best describes your drivers?

- ☐ Staff
☐ Volunteers
☐ Other (please specify)

11. What is/are your transportation program funding source(s):

12. Public transportation in the Region is provided by both public and private providers. Please indicate how current service could be improved. (Check all that apply)

- ☐ Expanded hours of operation
- ☐ Central dispatch/information source (one phone number to call for a ride, etc.)
- ☐ Better advertising/marketing
- ☐ Expanded service outside of town
- ☐ Accessibility of service
- ☐ Affordability of service
- ☐ Better coordination between service providers
- ☐ Other (please specify)

13. Do you believe there unmet public transportation needs in the Region?

- ☐ Yes
- ☐ No

14. If yes, what group(s) have unmet transportation needs? (Check all that apply)

- ☐ Senior citizens
- ☐ Persons with disabilities
- ☐ General public
- ☐ Students
- ☐ Low income persons
- ☐ All of the above
- ☐ Other (please specify)

15. In efforts to inventory all existing transportation providers in the Region, please provide the following verification if you have your own vehicles or provide transportation services:

Name:

Company:

Street Address:

Mailing Address:

City/Town:

State:

ZIP/Postal Code:

Email Address:

Phone Number:

16. Optional (if your organization doesn't currently provide transportation services and you are interested in learning more, or)

If you would like to be contacted about upcoming public transportation meetings, please provide:

Name:

Company:

Street Address:

Mailing Address:

City/Town:

State:

ZIP/Postal Code:

Email Address:

Phone Number:

17. When do your clients need public transportation? (Check all that apply)

- ☐ Weekdays, 7:00 AM to 5:00 PM
- ☐ Weekdays, 5:00 PM to 10:00 PM
- ☐ Saturday, 7:00 AM to 5:00 PM
- ☐ Saturday, 5:00 PM to 10:00 PM
- ☐ Friday/Saturday, after 10:00 PM
- ☐ Sunday, 7:00 AM to 5:00 PM
- ☐ Sunday, 5:00 PM to 10:00 PM
- ☐ Holidays
- ☐ Other (please specify)

18. Which communities in the Region could better serve your clients with improvements to public transportation services? (Please list top three communities by greatest need.)

19. What type of public transportation do your clients need? (Check all that apply)

- ☐ Fixed route scheduled bus service (pick-up at designated bus stops)
- ☐ Fixed route, deviated service (bus operates regular routes, can go off routes on request)
- ☐ Curb-to-curb demand response service (call ahead for scheduled pick-up)
- ☐ Door-to-door demand response (call ahead for scheduled pick-up for elderly or persons with disabilities)
- ☐ Other (please specify)

20. How much should a one-way trip cost within the Region?

- ☐ Less than \$1.00
- ☐ \$1.00
- ☐ \$2.00
- ☐ \$3.00
- ☐ \$4.00
- ☐ \$5.00
- ☐ \$6.00
- ☐ Other (please specify)

21. What areas of transportation service coordination would be of interest to your agency/organization?:

- | | |
|---|---|
| <input type="checkbox"/> Joining a network of service providers | <input type="checkbox"/> Shared routes |
| <input type="checkbox"/> Sharing vehicles with other agencies | <input type="checkbox"/> Centralized scheduling |
| <input type="checkbox"/> Cooperatively purchasing vehicles | <input type="checkbox"/> Contract to provide services |
| <input type="checkbox"/> Pooling financial resources | |
| <input type="checkbox"/> Other (please specify) | |

22. What service restrictions or limitations exist for your organization? Please describe:

23. If you could change one thing about public transportation for your clients, what would it be? Why?

3. Thank You

Thank you very much for taking the time to answer these survey questions. Your answers are very valuable and will be used in the planning process for the RPA 1/ UERPC Passenger Transportation Plan.

Please feel free to forward the link to this survey to any other agency contacts you feel might be interested in providing their opinions about transportation.

If you have any questions or would like to request a paper copy of this survey please contact:

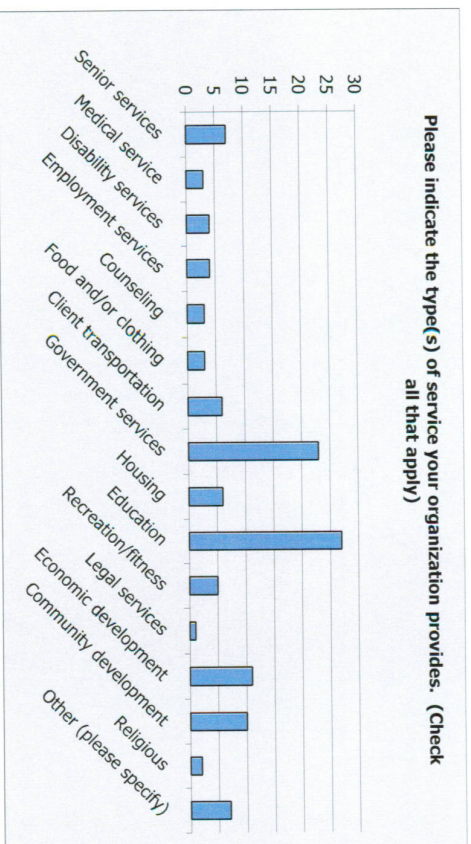
Larry Lellefeld
Community & Transportation Planner
Upper Explorerland Regional Planning Commission P.O. Box 219
134 West Greene Street
Postville, IA 52162
Office: (563) 864-7551
Cell: (563) 387-7983
Fax: (563) 864-7535

AGENCY SURVEY – TRANSPORTATION NEEDS ASSESSMENT 2010

Question 1.

Please indicate the type(s) of service your organization provides. (Check all that apply)

Answer Options	Response Percent	Response Count
Senior services	11.1%	7
Medical service	4.8%	3
Disability services	6.3%	4
Employment services	6.3%	4
Counseling	4.8%	3
Food and/or clothing	4.8%	3
Client transportation	9.5%	6
Government services	36.5%	23
Housing	9.5%	6
Education	42.9%	27
Recreation/fitness	7.9%	5
Legal services	1.6%	1
Economic development	17.5%	11
Community development	15.9%	10
Religious	3.2%	2
Other (please specify)	11.1%	7
answered question		63
skipped question		0



Question 2.

What Communities and/or counties does your organization serve? Please define:

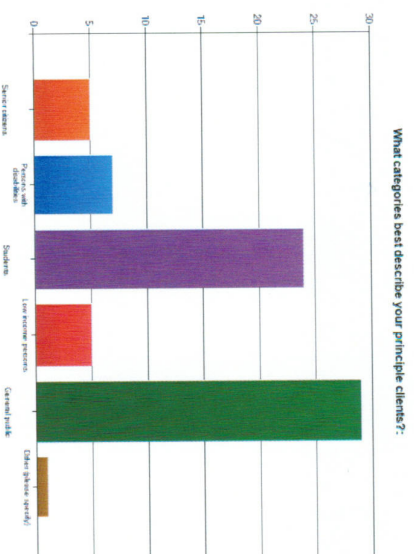
Allamakee Co.	Central School District	Postville (2)	Decorah (5)
Clayton Co.	West Union	Garber	North Winn
Fayette Co.	Waukon	Littleport	Cresco (4)
Howard Co.	Proctor (3)	Elkport	Calmar (3)
Winnebago Co.	Guttenberg (2)	Volga	Ossian (2)
New Albin	Statewide	St. Olaf	Spillville (3)
Lansing	Strawberry Point (2)	Elma	Lime Springs
Elkader	Mable-Canton area	Arlington	Lamont

Individuals with Howard County Legal Settlement
 Luana
 Fayette County Secondary Roads
 Delwein
 Waucoma
 Garnaville (2)
 North Buena Vista
 Hazleton
 St. Lucas
 Osterdock
 Festina (2)
 Lawler
 Ft. Atkinson (2)
 Ridgeway
 Millville
 Elgin
 Clermont
 Riceville (2)
 Wadena

Question 3.

What categories best describe your principle clients?:

Answer Options	Response Percent	Response Count
Senior citizens	8.9%	5
Persons with disabilities	12.5%	7
Students	42.9%	24
Low income persons	8.9%	5
General public	51.8%	29
Other (please specify)	1.8%	1
answered question		56
skipped question		7



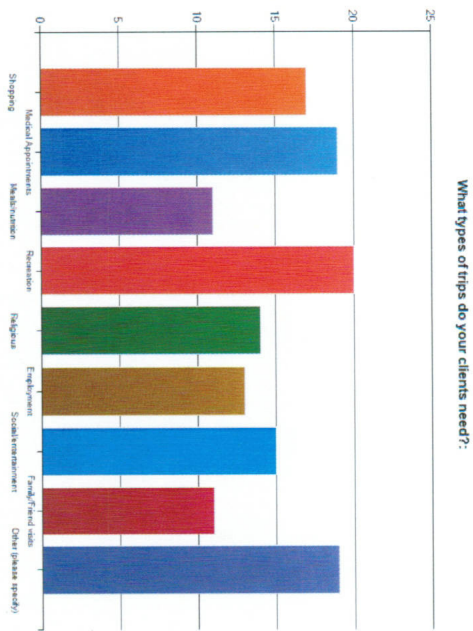
Question 4.

AGENCY SURVEY – TRANSPORTATION NEEDS ASSESSMENT

What types of trips do your clients need?:

Answer Options	Response Percent	Response Count
Shopping	37.8%	17
Medical Appointments	42.2%	19
Meals/nutrition	24.4%	11
Recreation	44.4%	20
Religious	31.1%	14
Employment	28.9%	13
Social/entertainment	33.3%	15
Family/Friend visits	24.4%	11
Other (please specify)	42.2%	19
<i>answered question</i>		45
<i>skipped question</i>		18

Other:
 Legal Appointments (2)
 Educational (12)
 Agriculture, Industrial
 Professional services



Question 5.

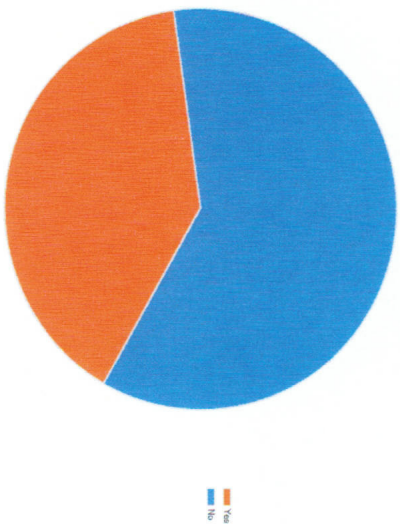
AGENCY SURVEY – TRANSPORTATION NEEDS ASSESSMENT

Do your clients need medical transportation outside the county?

Answer Options	Response Percent	Response Count
Yes	39.6%	19
No	60.4%	29
If yes, where?		12
<i>answered question</i>		48
<i>skipped question</i>		15

If yes, where?
 Decorah (2)
 Waterloo (2)
 LaCrosse (6)
 Rochester (4)
 Iowa City (6)
 Mason City
 New Hampton
 West Union (2)
 Dubuque
 Prairie du Chem
 Oelwein
 Manchester

Do your clients need medical transportation outside the county?



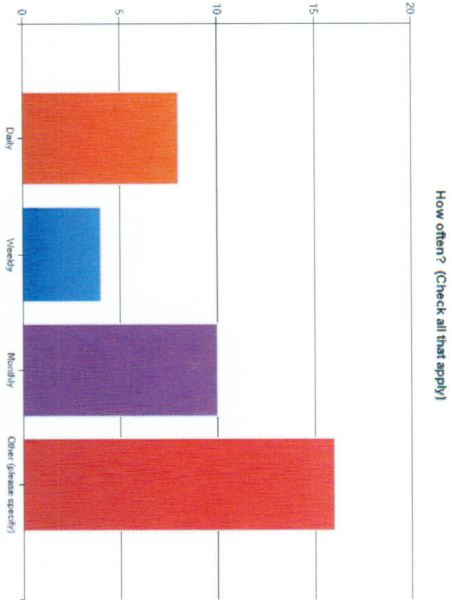
Question 6.

AGENCY SURVEY – TRANSPORTATION NEEDS ASSESSMENT

How often? (Check all that apply)

Answer Options	Response Percent	Response Count
Daily	24.2%	8
Weekly	12.1%	4
Monthly	30.3%	10
Other (please specify)	48.5%	16
answered question		33
skipped question		30

- As Needed
- N/A
- A couple of times per month
- Varies on Client
- Only on Occasion

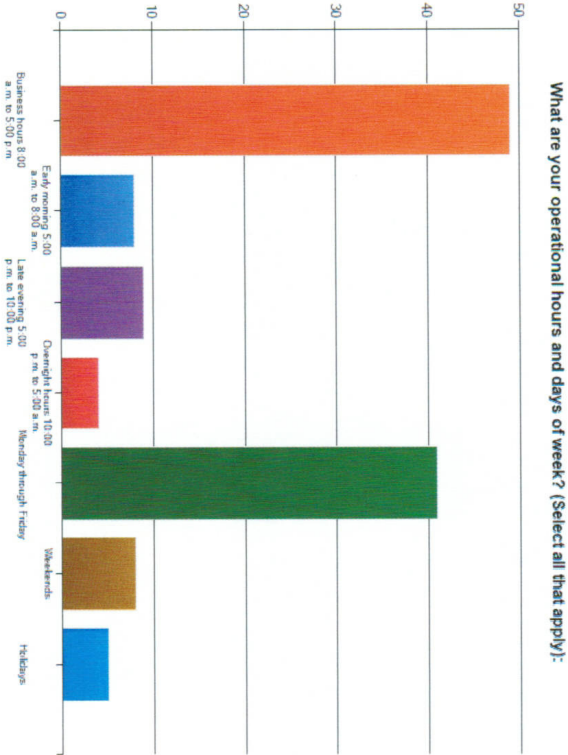


Question 7.

AGENCY SURVEY – TRANSPORTATION NEEDS ASSESSMENT

What are your operational hours and days of week? (Select all that apply):

Answer Options	Response Percent	Response Count
Business hours 8:00 a.m. to 5:00 p.m.	100.0%	49
Early morning 5:00 a.m. to 8:00 a.m.	16.3%	8
Late evening 5:00 p.m. to 10:00 p.m.	18.4%	9
Overnight hours 10:00 p.m. to 5:00 a.m.	8.2%	4
Monday through Friday	87.3%	41
Weekends	16.3%	8
Holidays	10.2%	5
answered question		49
skipped question		14

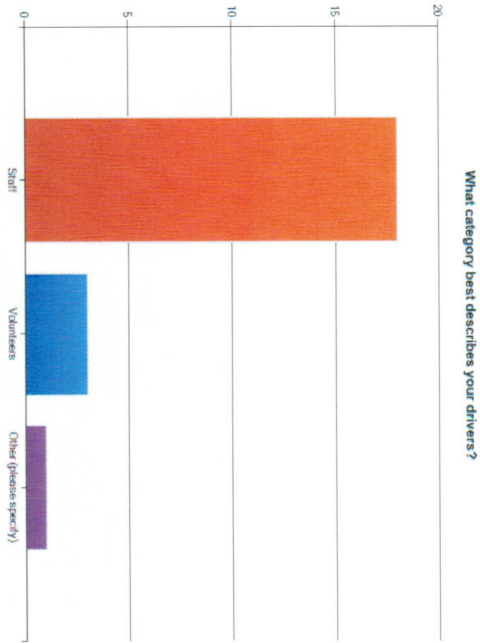


AGENCY SURVEY – TRANSPORTATION NEEDS ASSESSMENT

Question 10. What category best describes your drivers?

Answer Options	Response Percent	Response Count
Staff	90.0%	18
Volunteers	15.0%	3
Other (please specify)	5.0%	1
		answered question 20
		skipped question 43

Other: Also, South Winn bussing



Question 11. What is/are your transportation program funding source(s):

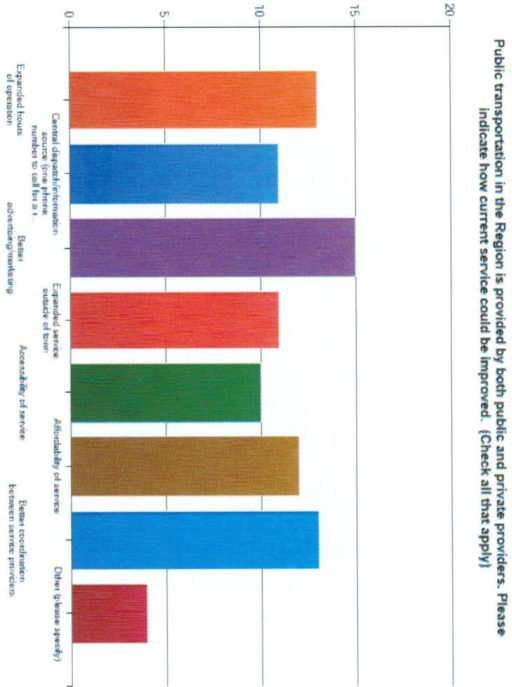
Volunteers
School Funding (6)
Client Purchases
Tax Dollars (3)
State (5)
RUTF
Private funds
Special Education
Parents
HUD
Local
Resident fees

AGENCY SURVEY – TRANSPORTATION NEEDS ASSESSMENT

Public transportation in the Region is provided by both public and private providers. Please indicate how current service could be improved. (Check all that apply)

Answer Options	Response Percent	Response Count
Expanded hours of operation	39.4%	13
Central dispatch/information source (one phone number to call for a ride, etc.)	33.3%	11
Better advertising/marketing	45.5%	15
Expanded service outside of town	33.3%	11
Accessibility of service	30.3%	10
Affordability of service	36.4%	12
Better coordination between service providers	39.4%	13
Other (please specify)	12.1%	4
		answered question 33
		skipped question 30

Other: Is our requirement by law not sure for schools Good Service Now

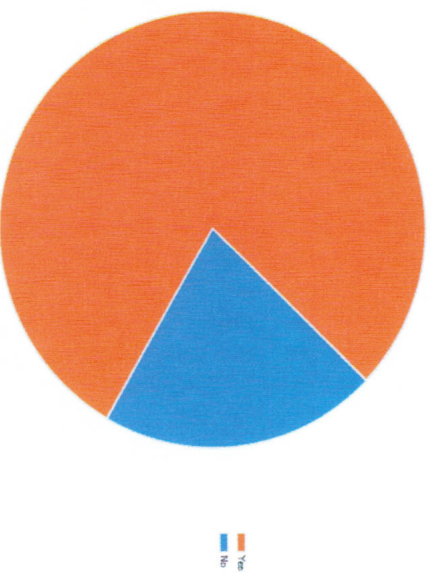


AGENCY SURVEY – TRANSPORTATION NEEDS ASSESSMENT

Question 13. Do you believe there unmet public transportation needs in the Region?

Answer Options	Response Percent	Response Count
Yes	78.9%	30
No	21.1%	8
answered question		38
skipped question		25

Do you believe there unmet public transportation needs in the Region?

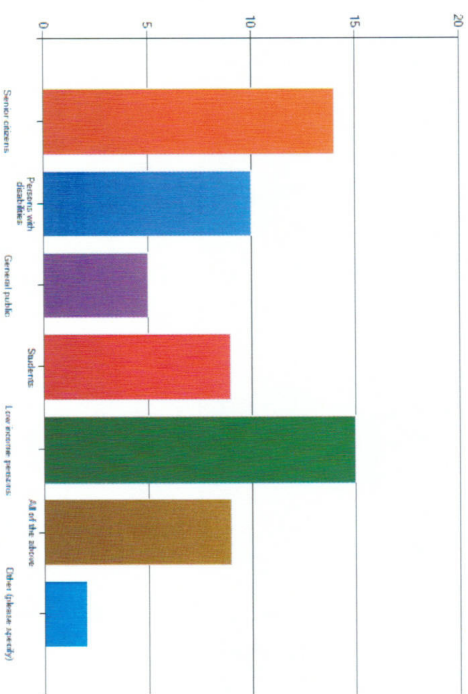


AGENCY SURVEY – TRANSPORTATION NEEDS ASSESSMENT

Question 14. If yes, what group(s) have unmet transportation needs? (Check all that apply)

Answer Options	Response Percent	Response Count
Senior citizens	42.4%	14
Persons with disabilities	30.3%	10
General public	15.2%	5
Students	27.3%	9
Low income persons	45.5%	15
All of the above	27.3%	9
Other (please specify)	6.1%	2
answered question		33
skipped question		30
Other: not sure		
employment on weekends for persons w/disabilities		

If yes, what group(s) have unmet transportation needs? (Check all that apply)



Question 15. Confidential personal information

Question 16. Confidential company information

Question 17. AGENCY SURVEY – TRANSPORTATION NEEDS ASSESSMENT
When do your clients need public transportation? (Check all that apply)

Answer Options	Response Percent	Response Count
Weekdays, 7:00 AM to 5:00 PM	86.7%	26
Weekdays, 5:00 PM to 10:00 PM	33.3%	10
Saturday, 7:00 AM to 5:00 PM	30.0%	9
Saturday, 5:00 PM to 10:00 PM	16.7%	5
Friday/Saturday, after 10:00 PM	6.7%	2
Sunday, 7:00 AM to 5:00 PM	26.7%	8
Sunday, 5:00 PM to 10:00 PM	10.0%	3
Holidays	20.0%	6
Other (please specify)	16.7%	5
answered question		30
skipped question		33

Other: all hours None

Transportation is provided for our clients at the appropriate times, with the exception of afterschool and before school activities. Rural areas have never found it practical to provide these public services emergency 24/7
Much of the transportation need is dependent on when and where a client would be working.

Question 18. Which communities in Region could better serve your clients with improvements to public transportation services?

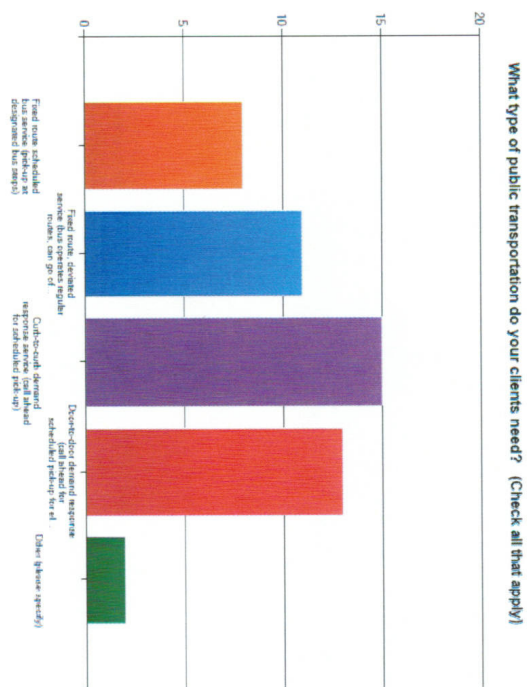
Postville	Waukon	Elma	Ossian	Wineshiek Co.
Protovin	All rural areas	Decorah (3)	Lawler	Howard County (2)
Cresco	Lime Springs	Calmar	Fort Atkinson	

AGENCY SURVEY – TRANSPORTATION NEEDS ASSESSMENT

Question 19. What type of public transportation do your clients need? (Check all that apply)

Answer Options	Response Percent	Response Count
Fixed route scheduled bus service (pick-up at designated bus stops)	32.0%	8
Fixed route, deviated service (bus operates regular routes, can go off routes on request)	44.0%	11
Curb-to-curb demand response service (call ahead for scheduled pick-up)	60.0%	15
Door-to-door demand response (call ahead for scheduled pick-up for elderly or persons with disabilities)	52.0%	13
Other (please specify)	8.0%	2
answered question		25
skipped question		38

Other: Childcare pick up/drop off
Long-distance transportation



Question 20.

AGENCY SURVEY – TRANSPORTATION NEEDS ASSESSMENT

How much should a one-way trip cost within the Region?

Answer Options	Response Percent	Response Count
Less than \$1.00	11.5%	3
\$1.00	11.5%	3
\$2.00	11.5%	3
\$3.00	11.5%	3
\$4.00	7.7%	2
\$5.00	7.7%	2
\$6.00	3.8%	1
Other (please specify)	34.6%	9
answered question		26
skipped question		37

Other:

not sure (2)
As little as possible
It depends on destination, #
of miles, etc.
within county \$1.00 or less

depends on miles
based on ability to pay

Cost is the issue. Some of our low income
parents have difficulty attending their children's
activities, school meetings, doctor appointments
etc.

The cost should be affordable for the client but also compensate the provider
for the service.

Question 21.

AGENCY SURVEY – TRANSPORTATION NEEDS ASSESSMENT

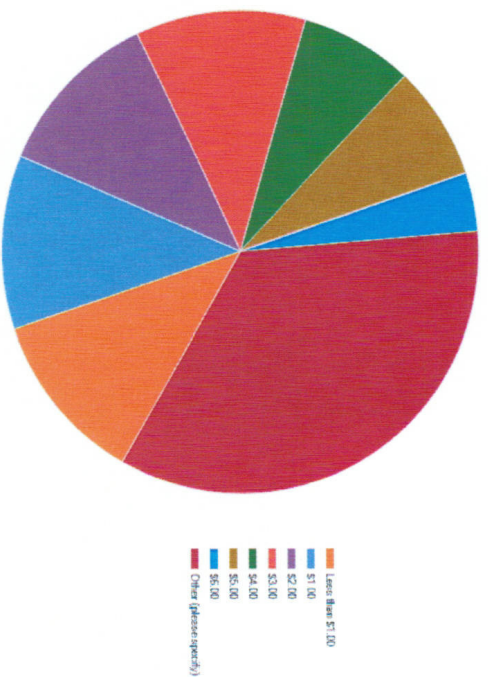
What areas of transportation service coordination would be of interest to your
agency/organization?:

Answer Options	Response Percent	Response Count
Joining a network of service providers	31.3%	5
Sharing vehicles with other agencies	25.0%	4
Cooperatively purchasing vehicles	6.3%	1
Pooling financial resources	6.3%	1
Shared routes	18.8%	3
Centralized scheduling	18.8%	3
Contract to provide services	12.5%	2
Other (please specify)	31.3%	5
answered question		16
skipped question		47

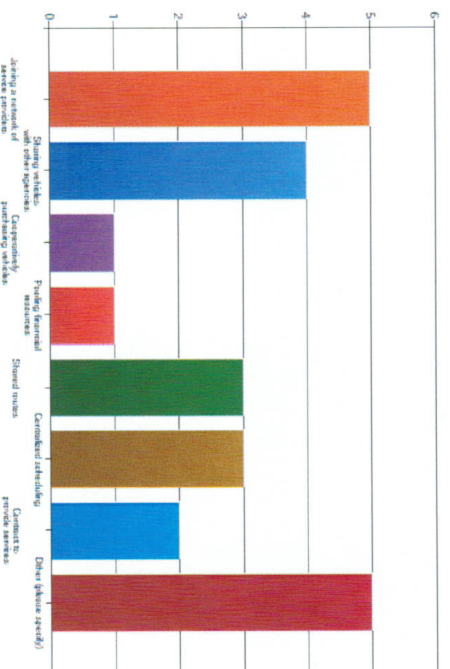
Other:

I question that any service would be practical
not sure, haven't thought of this
Might be worth considering
funding is the issue
Availability to fund more varied transportation for individuals needing it.

How much should a one-way trip cost within the Region?



What areas of transportation service coordination would be of interest to your
agency/organization?:



Question 22. **What service restrictions or limitations exist for your organization: Please describe:**

Limited funding
Restrictions on client population served
unsure how long our organization will continue
Staffing, vehicle availability to meet the demand
Money available
Funding (2)
Do not have much walk in client base.
Confidentiality, therefore only staff or trained volunteers provide the transportation
Mostly contained by school district boundaries for routes.
Liability issues
Cost limiters, we are private pay

Question 23. **If you could change one thing about public transportation for your clients what would it be? Why?**

Regular, low-cost public transportation would be readily available for our clients
Added hours of service to include evenings and weekends.
There would be more available so they could better access the community and find employment.
Awareness of the services provided. Not that familiar with the present options as
there seems to be limited information shared on these on a regular basis.
What is really available and who has access to the services.
I am responsible for issuing school permits for both Turkey Valley and North Fayette School Districts.
It has become a rite of passage to drive to school because there are no public options.
I would like to see something developed, but it is not at all cost effective because
people value the freedom of having their own vehicle.
Availability to transport to and from summer Park and Rec. activities
Fewer individual cars, more van commuting and rail transport between cities.
Be available for our students.
Provide regular routes to county resources to and from smaller county communities.
Clients find it very difficult to access services without their own transportation.
Accessible regardless of the time of day, day of the week - and that it would operate on holidays, snowdays, etc.

Regional Transportation Survey 2008 – Allamakee, Clayton, Fayette, Howard and Winneshiek Counties

Conducted by Upper Explorerland Regional Planning Commission, Postville, Iowa

AGE:

- ☐ Under 18 **0** ☐ 60-80 **82**
☐ 19-25 **3** ☐ 81 and older **17**
☐ 26-59 **105**

APPOXIMATE ANNUAL TOTAL HOUSEHOLD INCOME: (Optional)

- ☐ Under \$10,000 **10** ☐ \$20,000 to \$35,000 **35**
☐ \$10,000 to \$20,000 **20** ☐ Over \$35,000 **103**

ARE THERE HOUSEHOLD MEMBERS THAT HAVE A DISABILITY THAT LIMITS THEIR ABILITY TO DRIVE?

- ☐ Yes **14** ☐ No **191**

DOES YOUR HOUSEHOLD HAVE ACCESS TO A VEHICLE THAT IS RUNNING, LICENSED AND INSURED?

- ☐ Yes **203** ☐ No **4**

ARE THERE TRIPS HOUSEHOLD MEMEBERS WOULD LIKE TO MAKE, BUT LACK TRANSPORTATION?

- ☐ Yes **10** ☐ No **197**

IF YES, WHAT KIND OF TRIPS?

- ☐ Work **2** ☐ Medical Appointments **12** ☐ Social/Entertainment **4**
☐ Shopping **8** ☐ Social Service Agencies **1** ☐ Religious
☐ School ☐ Senior Nutrition or Day Center
☐ Other: _____

HOW DOES YOUR HOUSEHOLD TRAVEL NOW? (CHECK ALL THAT APPLY)

- 197** ☐ Drive or Ride in Household Vehicle ☐ Walk or Bicycle **29**
39 ☐ Drive or Ride in Some Else's Vehicle ☐ Church Vehicle **1**
1 ☐ Social Service Agency Vehicle ☐ Public Transportation **4**
☐ Other: _____

WHEN DOES YOUR HOUSEHOLD NEED PUBLIC TRANSPORTATION?

- ☐ Weekdays 6:00 A.M. to 12:00 P.M. **13** ☐ Weekends 7:00 A.M. to 5:00 P.M. **8**
☐ Weekdays 12:00 P.M. to 5:00 P.M. **11** ☐ Weekends 5:00 P.M. to 10:00 P.M. **2**
☐ Weekdays 5:00 P.M. to 10:00 P.M. **3** ☐ Other: _____

HOW MUCH SHOULD THE FOLLOWING TYPES OF TRIPS COST?

In-town One-Way: ☐ Less than \$1.00 **6** ☐ \$1.00 **68** ☐ \$3.00 **40** ☐ \$5.00 **8** ☐ Other: _____

Rural-areas One-Way: ☐ \$5.00 **57** ☐ \$7.00 **32** ☐ \$9.00 **13** ☐ \$10.00 **9** ☐ Other: _____

Medical Trips Outside the County: ☐ \$10.00 **32** ☐ \$15.00 **40** ☐ \$25.00 **38** ☐ Other: _____

ARE THERE LOCATIONS OR UNMET NEEDS NOT BEING SERVED? (Please describe in detail)
No comments made in this section

ADDITIONAL COMMENTS OR SUGGESTIONS (From the Survey Responses)

- 1 I have people that take me when needed.
2 They should cost what they cost.
3 Not in need of service right now. But would like it available for Dr. appts. out of town.
4 I do not need this service now; but, I am a widow and might in the future, that I hope it continues!
5 We are lucky not to be in need of outside transportation. But we believe that it should be
affordable to everyone!
6 We believe in public transportation.
7 We agree this is a valuable service for those who need it.
8 Each community has a number of young students driving 60 miles a day from Wadena to college at Calmar. They are on
financial aid, old cars and no income. Might be something here.
9 In Clayton County we need it to run on Thursdays. We were told it didn't run that day. Specialist comes on Thursdays to
Guttenberg. The man is 95 and had to quit going as no way of getting him there.
10 At this time we have no need of transportation but know many that do. It has helped a lot of people. But they are also
unaware of this service.
11 I don't need this service now, but think it is important.
12 I am going to have 5 cancer treatments at Dubuque, IA in about 3 weeks to a month from now.
13 At the present, my wife and I drive the car. There may come a time when we will need use of the Regional
Transportation.
14 Northeast Iowa Transit does a good job for people who need it.
15 I understand in Postville it is one morning (Wed.) per week. This does not seem enough opportunity. I would hope this is
charged according to individual income.
16 I'm fortunate not to have to use it, but would hope it would help out all even the elderly on fixed income to get to Dr.
appointments, even if they couldn't afford the price.
17 Medical trips outside the county (cost wise) would depend on the distance involved. Rural areas are also questionable
depending on the mileage involved.
18 I think the Postville transit bus could be best used if it was not always a Jewish school bus, but using it as a school bus
limits the use to other residences.
19 This is a good service for people who are unable to drive anymore. However, most of these people are retired now and on
limited income and probably won't have the funds to pay higher costs for usage.
20 We never use public transportation other than airfare, so this doesn't concern us.
21 At this time, I am able to get around or my sons help me out if I need to get somewhere. I stay home most of the time
now.
22 This really don't apply to us – yet. I think it is a very nice option for those who need rides.
23 I wouldn't know how to use Regional Transportation if I needed it! Are there any published schedules?
24 It would be wonderful to have a once a day bus or shuttle between counties.
25 I live in a rural area and am a disabled vet and right now fractured my hip and have my brother drive me around.
26 Thanks for getting our input!
27 Transit does a great job! Keep up the good work!
28 We are both still able to drive ourselves.
29 We don't use at this time. However, we think this is a great option to have available for the community.
30 This is a wonderful thing to have available for our community. We don't need it at this time. However in the future we
might.
31 Cost of public transport should be for person(s) in need for this area, and cost should be based on their useable net
income. I am very happy to see the service offered.
32 As of now, we have no use for any help in transportation as for the future, who knows.
33 Keep up the good work!

Appendix I

All of NRTS services are listed below:

Allamakee County

Waukon

AM & PM NE TASC Route
AM & PM SE TASC Route
AM In town TASC Route
Onalaska Dialysis Route
Waukon In town Service

Postville

AM Yeshiva Route
PM Yeshiva Route

Clayton County

Elkader

North Route AM & PM
Southeast Route AM & PM
Elkader In town
AM & PM Elkader School Route
Am & PM Manchester Dialysis Route
AM Central School Preschool Route
PM Central School Preschool Route

Strawberry Point

AM G & G Edgewood Route
PM G & G Edgewood Route

Guttenberg

Guttenberg In town and Dialysis Route
AM & PM G &G Daily Route

Monona

Monona in town
AM & PM Monona School Route

Fayette County

West Union

AM & PM SW TASC Route
Early AM Dialysis Route
AM West Union School Route
AM Fayette Goodwill Route
West Union in town
Mid Day West Union Dialysis Route

Noon West Union Dialysis route
PM West Union School Route
PM Fayette Goodwill Route
AM & PM TASC Route

Oelwein

AM Independence Case Mgt Route
AM Oelwein School Route
Oelwein In town Service
PM Independence Case Mgt Route
PM Oelwein School Route

Howard County

AM Spectrum to Decorah
AM In town Spectrum Recycling
Cresco In town Service
PM Spectrum
AM Riceville Dialysis Route
PM Riceville Dialysis Route
AM & PM Osage School Route

Winneshiek County

Early AM In town Spectrum
AM Rural Spectrum
Decorah In town Service
Ridgeway Dialysis
PM In town Spectrum
PM Rural Spectrum
AM North Spectrum Route
PM North Spectrum Route

Appendix J

NRTS Historical Rider ship

Year	Total Rides	Elderly Rides	Disabled Rides	Vehicle Miles	Revenue Miles
FY05	120,784	1,665	89,937	651,944	599,074
FY06	129,926	27,811	66,363	779,565	721,984
FY07	166,940	45,586	83,817	1,017,851	924,323
FY08	205,526	32,507	125,694	1,146,349	1,103,770
FY09	202,688	34,954	127,177	1,222,725	1,170,276

Transit Service Schedule and Rates in RPA 1

- Please note that all routes/services are open to the general public.

Weekday Service (Monday –Friday)

Regular In-town Rides

Cost: \$2.00 per ride if rider pays at the time of the trip

\$2.25 per ride if we must bill for the trip

Definition: All parts of the trip are within the city limits of the same town as a transit vehicle is located AND the trip fits within an existing run/service.

Special In-town Rides

Cost: \$12 per ride if the rider pays at the time of the trip

\$14 per ride if we must bill for the trip

Definition: All parts of the trip are within the city limits of a town, but there is no local transit vehicle, OR all parts of the trip are within the same town as a transit vehicle, but the trip does not fit within an existing run/service (requires us to bring in a new vehicle/driver)

Rural Trips

Cost: \$1.00 per direct estimated mile if the rider pays at the time of the trip

\$1.25 per direct estimated mile if we must bill for the trip

Definition: Any part of the trip is outside the city limits of a town OR the trip travels between 2 different towns (direct estimated mileage is determined by our scheduling software)

Scheduled County Trip Access

Cost: \$13 per round trip if the rider pays at the time of the trip

\$15 per round trip if we must bill for the trip

Definition: This is a flat fee to ride our regularly scheduled Monthly County trips.

Weekday Hourly Service

Cost: \$24.00 per hour from vehicle start to vehicle end including all wait time.

Definition: Use of the hourly rate to be determined by Transit.

Weekend Service (Saturday & Sunday)

Weekend Rural Trips

Cost: \$1.50 per direct estimated mile

Definition: Any part of the trip is outside the city limits of a town or the trip travels between 2 different towns (direct estimated mileage is determined by our scheduling software)

Weekend In-town Trips

Cost: \$15 per ride

Definition: Any trip on the weekend in which all parts of the trip are within the same city limits.

Weekend Hourly Service

Cost: \$30.00 per hour from vehicle start to vehicle end including all wait time

Definition: Use of the hourly rate to be determined by Transit.